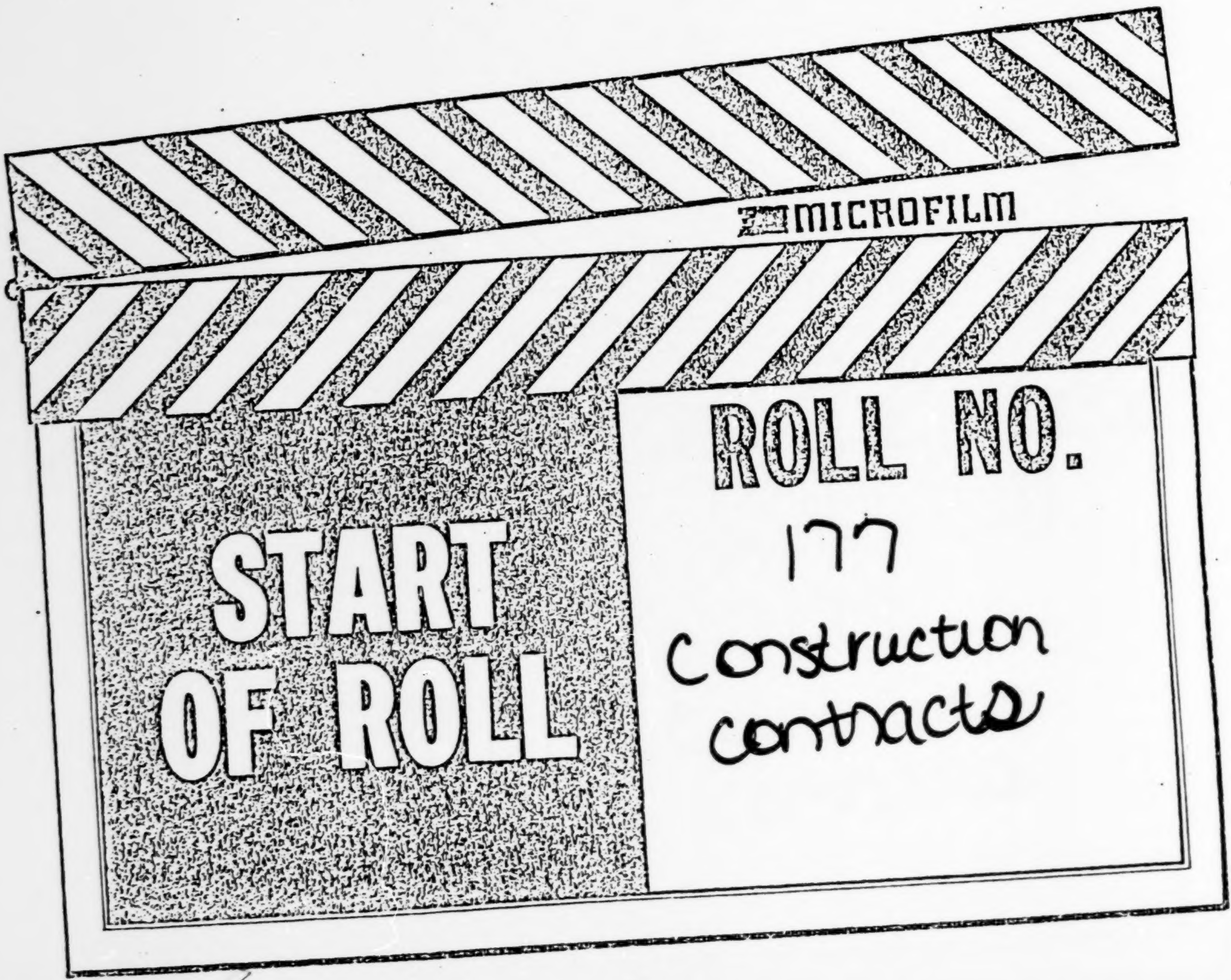

177

Construction contracts

8161 Succor Cr & Cow Cr Bridges on 1975
I.O.N. Hwy 8 N of Jordan Valley
(Structures)

8161

93

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Succor Creek and Cow Creek Bridges

WEEK ENDING: November 1, 1975

SECTION PREFIX: 123-1035

HIGHWAY: I. O. N.

COUNTY: Malheur

NAME OF JOB: Succor Cr. and Cow Cr. Bridges

KIND OF WORK: Structures

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 8161

FEDERAL AID PROJECT NUMBER: RS-23-018(1)

DATE OF CONTRACT: April 17, 1975

DATE WORK STARTED: May 14, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 120

CALENDAR DAYS USED 120

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 281,809.15

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 259,463.05

ENGINEERING AUTHORIZATION $ 22,346.10

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 264,659

ENGINEERING COST TO DATE $ 21,377

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98

ESTIMATED PERCENT OVERRUN ~~XXXXXX~~ 2 %

PERCENT OF AUTHORIZATION 96 %

DATE PROJECT WAS COMPLETED: September 18, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2118A	5225A						
PERCENT	100	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	26	Partly Cloudy	0		
MONDAY	27	Cloudy	0		
TUESDAY	28	Partly Cloudy & Fair	0		
WEDNESDAY	29	Fair	0		
THURSDAY	30	Overcast, rain	0		
FRIDAY	31	Fair	0		
SATURDAY	1		0		

RECEIVED
NOV 3 1975
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	26	No activity.
MONDAY	27	No activity.
TUESDAY	28	No activity.
WEDNESDAY	29	No activity.
THURSDAY	30	No activity.
FRIDAY	31	No activity.
SATURDAY	1	No activity.

REMARKS

Semi-final was submitted to Region Engineer on October 30, 1975.

Final Report.

SIGNED C. D. Hiatt LOCATION Ontario

C. D. Hiatt, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8161 R

Robert W. Straub
XXXXXXXXXX

June 5, 1975

Mr. L. R. Knepper
General Manager
Automobile Club of Oregon
600 S. W. Market Street
Portland, OR 97201

Dear Mr. Knepper:

During the January 1974 flood, high water undermined one support for the bridge over Cow Creek that carries southbound traffic on I-5. Temporary repairs were made and a contract is under way for permanent repair of this bridge.

The settlement of the bridge was only the result of the flooding and high water in Cow Creek. This structure is in safe condition for all highway traffic.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)

HSC:ia ja

AAA AUTOMOBILE CLUB OF OREGON

AUTOMOBILE CLUB OF OREGON

600 S.W. MARKET STREET • PORTLAND, OREGON 97201 • TELEPHONE 503/227-7777
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WARREN A. McMINIMEE
Vice President
DAVID L. DAVIES
Treasurer
L.R. KNEPPER
General Manager

DIRECTORS:
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Chairman
GEORGE J. ANNALA
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PHIL BROGAN
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Eugene
DAVID L. DAVIES
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E. ROBERT DELUCCIA
Portland
C. EDWIN FRANCIS
Portland
E. ROY JARMAN
Portland
WARREN A. McMINIMEE
Tillamook
JOHN W. SNIDER
Medford
WILLIAM E. WALSH
Coos Bay
JAMES J. WALTON
Salem
RAY T. YASUI
Hood River

May 29, 1975

RECEIVED
MAY 30 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 30 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓	✓				

cy to Klaboe
Johnson

Mr. Fred Klaboe
Chief Engineer
State Highway Department
Salem, Oregon 97310

Dear Fred:

We have received a report that the bridge over Cow Creek on I-5, one mile south of Azalea, recently collapsed as a double went over it. The person who told us about this claims that the bridge has merely been shored up and still represents a hazard.

Would you inform me whether or not the bridge did collapse when a truck went over it and whether or not it is now in safe condition?

Sincerely,

Bob

L. R. Knepper
General Manager

LRK:dn

8161

R

OREGON STATE
HIGHWAY DEPARTMENT
P.O. Box 702
Ontario, Oregon 97914

May 7, 1975

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

RE: Succor Cr. and Cow Creek Bridges
Contract No. 8161

Gentlemen:

We are in receipt of your claim concerning the start of calendar workday count on the above referenced project.

Please refer to Section 108.08 (c) of the Standard Specifications For Highway Construction--1974--Recording of Contract Time, paragraph two (2), which states

> "When the contract time is expressed on the basis of calendar workdays, the recording of the elapse of such days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution". .

As the contract was mailed to your firm on April 29, 1975, and the start of calendar workday count computed from this date as per the above noted Section 108.08 (c), we cannot justify revising the calendar workday count and therefore deny your request.

C.D. Hiatt
CDHiatt
Res. Engr.

NOTED
C. W. HEAD

cc C.W. Head
C.T. Keasey
W.E. Schwartz

RECEIVED
MAY 12 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CH/lt

---

ay 5, 1975

receipt of contr
975 from C.W. He
. the day count
day. The effect
ould loose two da
refore, we are he
l file the necess
the need arise.

ROSS BROS. CONSTRUCTION, INC.

GENERA
CONTRACT
3501 BROOKLAKE RO
SALEM, ORE
393-588

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

May 5, 1975

C.D. Hiatt
Resident Engineer
359 S.W. 4th Avenue
Ontario, Oregon

Succor Creek & Cow Creek
Malheur County
I.O.N.
Contract No. 8161

Gentlemen:

We are in receipt of contracts for the subject project and letter of April 29, 1975 from C.W. Head stating the day count will begin on May 10, 1975.

We feel the day count should begin May 12, 1975 since May 10,1975 is a Saturday. The effect of beginning the day count on a Saturday is that we would loose two days before we even got started.

Therefore, we are herewith protesting this start of the day count and will file the necessary forms E-320 at the completion of the job should the need arise.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

RECEIVED
MAY 12 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

8161

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 14, 1975

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Temporary Traffic Signals
Succor Creek and Cow Creek Bridges
I.O.N.
Malheur County

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The temporary traffic signals for the construction at the subject bridges will cost $30,000.

RDT:rj

RECEIVED
APR 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Fred
[illegible] [illegible] the [illegible] and [illegible] what the
bid was, [illegible] that it is a [illegible]
that his estimate is the [illegible]. Recommend award.
E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 10, 1975

Walter J Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT:
Succor Creek and Cow Creek Bridges
April 10, 1975 Bids

We have reviewed the April 10 bids received on Project 7, the Succor Creek and Cow Creek Bridges. The engineer's estimate does not reflect the isolated location of the site. In addition, site conditions at the Succor Creek crossing impose special equipment problems in the setting of the precast slabs.

The high bid on the Cow Creek widening is a reflection of the premium price to accomplish a limited widening, 26 feet to 32 feet. A revised estimate taking into account the isolated site and special equipment conditions is attached.

A cost of $220,770 for the contract work can be justified. This is within 10.4 percent of the low bid received.

Some reduction in the cost of the Cow Creek widening can be made with some design modifications but the total cost savings will not be significant.

The first and second bidders were within $3,000 and it is unlikely that more favorable bids will be received on a readvertising.

WJH:dh
Attachment

cc L. W. Rulien

RECEIVED
APR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUCCOR CREEK AND COW CREEK BRIDGES

I.O.N. HIGHWAY 8

MALHEUR COUNTY

FAP No. RS-23-018(1)
Structures

Bids Received April 10, 1975

1.	Temporary Protection and Direction of Traffic	All Specified		$ 10,000.00
2.	Temporary Signs	135 sq.ft.	9.00	1,215.00
3.	Temporary Continuous Rail Traffic Barriers, Lighted	475 lin.ft.	6.00	2,850.00
4.	Temporary Gaurdrail, Type 1A	300 lin.ft.	18.00	5,400.00
5.	Temporary Traffic Signal Installation	All Specified		16,000.00
6.	Flagmen	40 hours	15.00	600.00
7.	Guardrail, Type 2A	625 lin.ft.	10.00	6,250.00
8.	Guardrail, Type 3	200 lin.ft.	12.00	2,400.00
9.	Guardrail Anchors, Type 1	8 only	400.00	3,200.00
10.	Rail End Pieces, Type C	8 only	90.00	720.00

BRIDGE NO. 2118A

11.	Bridge Removal Work (2 stages) 3144 ft.^{2} @ $5.00	All Specified		15,700.00
12.	Structure Excavation	100 cu.yds.	15.00	1,500.00
13.	Furnish HP 10x42 Steel Piling	400 lin.ft.	10.00	4,000.00
14.	Furnish HP 12x53 Steel Piling	552 lin.ft.	12.00	6,624.00
15.	Drive Steel Piles	22 only	350.00	7,700.00
16.	Splice Steel Piles	5 only	75.00	375.00
17.	Structural Concrete, Class 3300	All Required		4,500.00
18.	4' x 45'/50' Prestressed Slabs	24 only	2,600.00	62,400.00
19.	4' x 50'/55' Prestressed Slabs	3 only	2,600.00	7,800.00
20.	Reinforcement	All Required		2,100.00
21.	Structural Steel 10,500# @ $1.25	All Required		13,125.00
22.	Four Tube Steel Railing	293 lin.ft.	40.00	11,720.00

BRIDGE NO. 5225A

23.	Bridge Removal Work	All Specified		8,000.00
24.	Structure Excavation	20 cu.yds.	15.00	300.00
25.	Furnish HP 12 x53 Steel Piling	128 lin.ft.	12.00	1,536.00
26.	Drive Steel Piles	4 only	500.00	2,000.00
27.	Splice Steel Piles	1 only	100.00	100.00
28.	Structural Concrete, Class 3300 (Includes prest. rod) 13 @ $400	All required		5,200.00
29.	4' x 40'/45' Prestressed Slabs	4 only	2,600.00	10,400.00
30.	Reinforcement	All Required		1,280.00
31.	Three Tube Steel Railing	165 lin.ft.	35.00	5,775.00
			For Comparison of Bids	$ 220,770.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$220,770.00
Anticipated Additional Items:		
Permanent Pavement Striping	100.00	
Stage Construction Striping	100.00	
Temporary Erosion Control	100.00	
State Responsibility for Damages	500.00	
Class "C" Mod. Asphalt Concrete on Bridge Deck	3,600.00	
		4,400.00
		$225,170.00
Contingencies (4-1/2%)		10,132.65
Engineering (9%)		20,265.30
Estimated Net Authorization, Constr.		$255,567.95

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
Donald L. Trout
C. M. Williams (2)

cc's sent 4-1-75 we

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

March 27, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

RE: Succor Creek Bridge Section
I.O.N. Highway
Malheur County

The Oregon Wildlife Commission staff has completed review of your plans for the above mentioned project and offers the following comments for consideration.

Idaho Fish and Game Department has informed us that there are plans to build an irrigation and flood control reservoir on the upper watershed of Succor Creek. At the present time fishery values at your construction site are minimal. However, if the reservoir is constructed, increased summer flows resulting from releases for irrigation would increase aquatic resource values.

Therefore, we request that your operation be conducted in a manner to maintain the channel's ability to accommodate future fisheries improvements. Our main concerns would be with fish passage, maintenance of natural channel characteristics, and erosion prevention.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc Fish Commission of Oregon
Bill Hosford
JL:lo

TRANSACTION NUMBER 3-64

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-17-75

BY (Signature): MR. RULIEN'S MARCH 7, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 34 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
34	RS-23-018(1)	0.03	220,000	172,000

3-19-75
CRIGINAL TO
L.W. Rulien

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SUCCOR CREEK AND COW CREEK BRIDGES.	CONSTRUCT ONE PRESTRESSED RCS STRUCTURE AND WIDEN ONE STRUCTURE INCLUDING GUARDRAIL AND AC PAVING.

MAR 18 '75

REMARKS (Division)

THE 32 FOOD WIDTH IS APPROVED AS AN EXCEPTION TO THE APPROVED SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY IND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT E LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH ROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-17-75	

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

cc's sent 3-19-75:
E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
W. E. Schwartz

1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

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ROBERT W. STRAUB
GOVERNOR

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FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

March 17, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

RE: Cow Creek Bridge Section
I.O.N. Highway
Malheur County

The Wildlife Commission has completed its review of the above mentioned project and offers the following comments for your consideration.

1. All construction debris should be removed from the stream channel upon completion of the project.
2. Construction should be timed to avoid periods of higher runoff.
3. All efforts should be made to minimize activities within the stream channel and increases in turbidity.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Bill Hosford
Cecil Langdon
JL:lo

E

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 10, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RS-23-018(-)
Succor & Cow Creek Bridges - #2118A & 5225A
(Memo, 2-20-75, Reg Engr Schwartz to
Supv Des Engr Tindall)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Wallace's March 6 memo requested our reconsideration of use of the 32-foot wide bridges on this section of ION Highway, for the reason that the highway has recently been upgraded to a 32-foot section and the State has no plans for further upgrading.

Any new bridge construction should meet AASHTO standards for the highway in question. This structure is borderline for 6- or 8-foot shoulders.

In view of your accelerated program due to the economic situation, we will approve the proposed 32-foot roadway width after considering:

1. The highway has recently been paved to 32 feet and you state the ADT will probably not change appreciably for the next several years.
2. No further construction is contemplated in the future.
3. The project is stockpiled and ready for contract.

G. L. Green

RECEIVED
STATE HWY ENG
MAR 11 '75

3-12-75
cc [illegible]
[illegible]
Hart
Wolfe

R[illegible]
ASSISTANT [illegible]

2161

R

PRO 6-2

Robert W. Straub
xxxxxxxxxxx

March 7, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-23-018(1)

We are submitting program data for one Rural Secondary Project, Item No. 34, Project No. RS-23-018(1), "Succor Creek and Cow Creek Bridges", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids on this project on April 10, 1975.

CL:bb

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): US 95, 8.5 mi. & 17.3 mi. N. of Jordan Valley
ADT PRESENT: 700*
FUTURE: 1,100
YEAR: 95
REGION: 10
STATE NAME: Oregon
STAT CODE: 41

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Two Bridges
NATL. FOREST
EMERG. YR.
PL. AUTH YR
PROJECT NUMBER
PREFIX LETTER(S): RS-
NUMBER: 23-018
SEQ.: (1

CARD 4
CLASS OF FEDERAL FUNDS: Rural Secondary
NAME OF URBAN AREA: --
COUNTY NAME: Malheur
CODE: 045
ROUTE NO. S
FEDERAL-AID: 23-018
STATE: 456
U.S.: 95

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		US 95 8.5 mi. and 17.3 mi. N. of Jordan Valley					
5					ROW							
5					CONST (CODE) X080 X021		"Succor Creek and Cow Creek Bridges"	0.03	220,000	172,000	48,000	
							PROJECT TOTALS	0.03	220,000	172,000	48,000	

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ROW-
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CARD 1 CODE 1 PREPARED BY

1 14 PROGRAM APPROVAL DATES

REMARKS

*DHV 85

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 95, 8.5 mi. & 17.3 mi. N. of Jordan Valley		700*	1,100	95	10	Oregon	41	075	34

ROPOSED WORK (35 typewriter	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
dges				RS-	23-018	(1)		

I. Projects Only

L FUNDS: Rural Secondary

AREA: --

COUNTY NAME: Malheur

CODE: 045

ROUTE NO. S — FEDERAL-AID: 23-018 — STATE: 456 — U.S.: 95

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
PE		US 95 8.5 mi. and 17.3 mi. N. of Jordan Valley					
ROW							
CONST (CODE) X080 X021		"Succor Creek and Cow Creek Bridges"	0.03	220,000	172,000	48,000	
		PROJECT TOTALS	0.03	220,000	172,000	48,000	

CHARACTER OF PROPOSED WORK (Full description)

Const. one reinf. concrete prestressed slab bridge (length 147') and widen one bridge 3' each side (length 84'). Install guardrail at bridge ends and A.C. surfacing.

ROW-100' min.; Access control-none; Parking restrictions-none

PARED BY

RAM APPROVAL DATES

REMARKS

*DHV 85

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SUCCOR CREEK AND COW CREEK BRIDGES
PROJECT NO. RS-23-018(1)

Existing Facilities:

Succor Cr. Bridge #2118: Timber trestle frame structure 131' in length, H.C. 24'.

Cow Cr. Bridge #5225: RCDG structure 84' in length, H.C. 26'.

Adjacent Sections: Two 12-foot bituminous surfaced travel lanes with 4-foot paved shoulders.

Project Data: Remove existing Succor Cr. Bridge and construct on existing alignment a 147-foot prestressed slab bridge with a horizontal clearance of 35'. Widen existing Cow Cr. Bridge 3 ft. each side with prestressed concrete slabs to provide for a horizontal clearance of 32 ft. Install guardrail at bridge ends and surface structure decks with A.C. pavement.

Additional Right-of-Way: None required.

Exceptions to Minimum Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State and District 14 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

FHPM 7-7-2 Requirements: Non-major action project not requiring an environmental statement concurred in by FHWA on January 20, 1975 and January 22, 1975.

Public Hearings: None required under the provisions o
paragraph 6c.

Location/Design: Not a factor in the development of

Data for PR-37:

	Type Code
Succor Cr. Bridge	X080
Cow Cr. Bridge	X021

NOTE: This project is in Congressional District No.

REEK AND COW CREEK BRIDGES
JECT NO. RS-23-018(1)

#2118: Timber trestle frame structure
H.C. 24'.

5225: RCDG structure 84' in length,

wo 12-foot bituminous surfaced travel lanes
ulders.

existing Succor Cr. Bridge and construct
a 147-foot prestressed slab bridge with a
of 35'. Widen existing Cow Cr. Bridge 3
estressed concrete slabs to provide for a
of 32 ft. Install guardrail at bridge ends
decks with A.C. pavement.

ay: None required.

Standards: None.

rts, Railroads, Water Developments, Historical
s: None involved.

ts: Exempt from State and District 14 Clear-
under working agreements dated April 28, 1970
respectively.

ts: Non-major action project not requiring an
nt concurred in by FHWA on January 20, 1975

Public Hearings: None required under the provisions of FHPM 7-7-5, paragraph 6c.

Location/Design: Not a factor in the development of this project.

Data for PR-37:

	Type Code	Estimated Costs
Succor Cr. Bridge	X080	$165,000
Cow Cr. Bridge	X021	55,000

NOTE: This project is in Congressional District No. 2.

SUCCOR CREEK AND COW CREEK BRIDGES
PROJECT NO. RS-23-018(1)

Existing Facilities:

Succor Cr. Bridge #2118: Timber trestle frame structure 131' in length, H.C. 24'.

Cow Cr. Bridge #5225: RCDG structure 84' in length, H.C. 26'.

Adjacent Sections: Two 12-foot bituminous surfaced travel lanes with 4-foot paved shoulders.

Project Data: Remove existing Succor Cr. Bridge and construct on existing alignment a 147-foot prestressed slab bridge with a horizontal clearance of 35'. Widen existing Cow Cr. Bridge 3 ft. each side with prestressed concrete slabs to provide for a horizontal clearance of 32 ft. Install guardrail at bridge ends and surface structure decks with A.C. pavement.

Additional Right-of-Way: None required.

Exceptions to Minimum Standards: None.

ystem Action, Airports, Railroads, Water Developments, Historical id Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State and District 14 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

FHPM 7-7-2 Requirements: Non-major action project not requiring an environmental statement concurred in by FHWA on January 20, 1975 and January 22, 1975.

Public Hearings: None required under the provisio paragraph 6c.

Location/Design: Not a factor in the developmen

Data for PR-37:

	Type Code
Succor Cr. Bridge	X080
Cow Cr. Bridge	X021

NOTE: This project is in Congressional Distric

UCCOR CREEK AND COW CREEK BRIDGES
PROJECT NO. RS-23-018(1)

ities:

Bridge #2118: Timber trestle frame structure
length, H.C. 24'.

ridge #5225: RCDG structure 84' in length,

ns: Two 12-foot bituminous surfaced travel lanes
ed shoulders.

Remove existing Succor Cr. Bridge and construct
gnment a 147-foot prestressed slab bridge with a
rance of 35'. Widen existing Cow Cr. Bridge 3
ith prestressed concrete slabs to provide for a
rance of 32 ft. Install guardrail at bridge ends
ucture decks with A.C. pavement.

t-of-Way: None required.

inimum Standards: None.

Airports, Railroads, Water Developments, Historical
l Areas: None involved.

irements: Exempt from State and District 14 Clear-
review under working agreements dated April 28, 1970
1970, respectively.

irements: Non-major action project not requiring an
tatement concurred in by FHWA on January 20, 1975
1975.

Public Hearings: None required under the provisions of FHPM 7-7-5, paragraph 6c.

Location/Design: Not a factor in the development of this project.

Data for PR-37:

	Type Code	Estimated Costs
Succor Cr. Bridge	X080	$165,000
Cow Cr. Bridge	X021	55,000

NOTE: This project is in Congressional District No. 2.

8161

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Succor Cr. & Cow Cr. Bridge Sections
I.O.N. Highway, Malheur County
Succor Cr. Br., No. 2118A
Cow Cr. Br., No. 5225A
Oregon Project RS-23-018(-)

Please refer to your letter of February 26, 1975 regarding your review of the advance bridge plans for the subject structures.

It is true that the traffic count of 750 ADT (1972) would call for 40-foot wide bridges by minimum AASHTO standards. A 13-mile section of the I.O.N. highway was completed in 1973 with 12-foot travel lanes and 4-foot shoulders. We have no plans to upgrade this section for a number of years. In view of this, it seems inappropriate to provide roadway widths greater than 32 feet at this time.

An early reply would be appreciated as the projects are scheduled for the April 10, 1975 bid opening.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LLW:dh

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

3 6 75

.LGN
LRW LAG S 3-6-75 1-30 PM

DALE ALLEN

WILLOW CREEK BRIDGE WILL NOT QUALIFY FOR TITLE II. COW CREEK BRIDGE WILL GO AS PLANNED. SUGGEST PROCEEDING WITH BETTERMENT FUNDS ON WILLOW CREEK.

E S HUNTER

NW

3R.

.161

1.

LPW LAG 92 2-28-75 2 PM

E S HUNTER

IN 1973, WE PURCHASED 13 CONCRETE SLABS 25 FEET LONG TO WIDEN A VERY NARROW BRIDGE IN THE CITY OF HEPPNER. THE BRIDGE WAS THE UPPER WILLOW CREEK BRIDGE NO. 0802A - HIGHWAY 5, MP 17.03. THE EXISTING ROADWAY IS 22 FEET AND WE WERE GOING TO WIDEN TO APPROXIMATELY 40 FEET. THE BRIDGE SECTION COMPLETED THE DESIGN AND THE JOB COULD BE LET WITH MINIMUM OF EFFORT. JUDGE JONES HAS BEEN VERY INTERESTED IN THIS BRIDGE AS IT IS ABOUT 100 FEET FROM THE COURTHOUSE. MY QUESTION IS, CAN WE GET IT SCHEDULED UNDER OPERATION GRAB BAG WITH TITLE II FUNDING. IF ALL FUNDS ARE COMMITTED, WE WOULD GIVE UP THE COW CREEK BRIDGE ON THE ION HIGHWAY WHICH IS ON THE SCHEDULE.

DALE ALLEN
SH34.

Ed - no accidents don't qualify title II - plans and almost Spec are ready for Cow Creek - too late & designation for substitution

If they have the slabs why not do (betterment)

Larry

2-28
Larry
Als
advise
Ed

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FEB 28 1975

RECEIVED
FEB 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3161

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 26, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RS-23-018(-)
I.O.N. Highway
Succor & Cow Creek Bridges #2118A & 5225A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Advance plans for these two projects were received on February 21 and 24 from the Bridge Design Unit. While we do not usually comment on Secondary Road projects, we must raise a question in this case.

According to the information we have, traffic on the I.O.N. Highway in this area was 750 ADT in 1972. According to the plans you intend to only do minor widening on the Cow Creek Bridge and we agree that the work should be held to a minimum. But you plan to reconstruct the Succor Creek Bridge and any new bridge should be built to AASTO minimum standards. It would appear that 40-foot wide bridges are warranted here.

G. L. Green

FEB 28 '75
REFER TO

cc Walt Hart
3.3.75

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8161

PRO 4-3

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 28, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Succor Creek Bridge (Idaho Line-Sheaville) Sect.
I.O.N.
Malheur County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 5 (W. E. Schwartz)
District 14 (C. K. Ansell)

APPROVED
ESH
E. S. Hunter
Date 1-29-75

1-29-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
JAN 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8161

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 22, 1975

In reply refer to: 1041DA.A

SUBJECT: Oregon Project RS-23-018
Cow Creek Bridge
ION, Malheur County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 15, 1975 letter has been reviewed. We concur with your finding that the proposed work constitutes a non-major action.

It is noted, however, that the proposed work does not qualify under the Bridge Replacement Program for Federal funds.

We are returning one copy of the project assessment.

William H. Kappus
G. L. Green

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JAN 24 '75
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Cyacl

1-24-75
Rulien - Please handle.

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-24-75
ORIGINAL TO
L.W. Rulien
w/att.

761

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project BRS-23-018(-)
Succor Creek Bridge (Idaho Line-Sheaville) Section
ION, Malheur County
Project Assessment

DATE: January 20, 1975

In reply refer to: 1041DA.A

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment has been reviewed. We concur in your finding that the project constitutes a non-major action. We are returning one copy of the project assessment.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)
Kappus

RECEIVED
STATE HWY ENGR
JAN 23 '75
REFER TO
[illegible]
FOR

Info	Inves	R&D	C.R.	Sign	Act	File
					✓	

[illegible]

1-23-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
JAN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-23-75
Rulien - Please
handle.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 30, 1974

A. PROJECT IDENTIFICATION

Name of Project Cow Creek Bridge (Section) BRS-23-018(-)

Location of Project - ION (Highway Name) Oregon 456 (Highway No., US - ORE)

8 mi. N. Jordan Valley (City) Malheur (County) 5 (Region)

Program SBRP (Funding) $100,000 (1973) (Estimated Cost) 123-1444 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen the existing structure by six feet

Origin and History: Present structure is considered to be too narrow and consequently hazardous. Proposed project included in the Special Safety Bridge Replacement projects, September, 1974.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length

Termini 8.5 miles north of Jordan Valley on State Highway 456.

Alignment (new or existing) Existing

CATEGORY
3 PROJECT

Form (2)9-74

Description of Project (cor)

Right-of-Way (acreage and type of land use) Existing right-of-way utilized. Cultivated fields (grain crops) and meadowland abut bridge.

Typical Section Two travel lanes with paved shoulders (asphalt-concrete).

Bikeway Not considered

Structures Existing 84 ft. x 26 ft. concrete T-beam structure to be widened

Additional Facilities

Access Control Two 11-foot lanes will be open to traffic during construction.

Materials Rip-rap may be employed to protect abutments.

Borrow and Waste Disposal N/A

Special Construction Methods

Characteristics (ADT) *1972 ADT - 750 vehicles

*1992 Projected ADT - 1,200 vehicles

Other General Information (or Supplemental information to items) Project is presently being considered in Bridge Design Section Whether or not to use rip-rap has not been resolved. The OSHD Hydraulics Section has recommended a two-foot blanket of Class 100 rip-rap for bank protection.

Project Sketch Map is Attached: ☐ Yes ☒ No

* Data for Succor Creek Bridge.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Considering the limited scope and nature of the project, no location or design alternatives have been considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) N /A

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ____ Tentative Date(s) ____

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ____ Date Received ____

Expected Coordination with Local, State and Federal Agencies

Wildlife resource agencies have been consulted relative to the proposed project.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation ____

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________
☐ Reconnaissance ____________
☐ Field Location ____________
☐ Office Location ____________
☐ Field Prel. Design ____________
☐ Office Prel. Design ____________
☐ Final Design ____________
☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________
☐ Prel. Engineering ____________
☐ Corridor Approval ____________
☐ Design Approval ____________
☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The proposed project is located in a semi-arid region of eastern Oregon at an elevation of 4,500 feet msl. The surrounding terrain is characterized by moderate to steep sparsely vegetated hills. Local vegetation consists principally of Big Sagebrush (Artemisia tridentada) on the hillsides and small willows (salix spp.) along the banks of Cow Creek. Relative relief is about 500 feet. In places, short tributary streams of intermittent flow have cut deeply into hillsides and have exposed rocks of volcanic origin. Hillside soils are shallow as loose rock and soil are readily removed by summer cloudbursts and spring snow melt. The average annual precipitation is probably eleven inches in the vicinity of the bridge with over 50% occuring between October and March. January temperatures probably average 27°F; July temperatures probably average 70°F. At the bridge the Cow Creek drainage is about 71 square miles. Stream flow data indicate that flows of 2500 cfs may occur on the average of every 50 years. 10-year flows are computed at 1250 cfs. Although the headwaters of Cow Creek support some trout, only rough fish (e.g. suckers, squawfish, chub) are common in the vicinity of the bridge. A variety of birds and animals inhabit the area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land in the vicinity of the Cow Creek Bridge is primarily utilized for livestock and haycrop production. Large sections of undeveloped range land surround the project area. Streamside benches have been converted into pastureland or hay crop land. Air and noise pollution in this sparsely settled area is all but unknown. The limited scope of the project precludes damage to archeological and aesthetic resources. No utilities are in conflict with the proposal.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Existing right-of-way to be utilized.

Consequences:

N/A

2. Estimated Changes in Traffic Patterns:

No significant change. Arrangements will be made for two-way traffic during the construction period.
Consequences:

N/A

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

N/A

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of critical environmental concern have been identified.

7. Potential for Controversial Issues:

None identified.

8. Potential Consistency of Proposal with (complete when applicable): N/A

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION - Assessment prepared by Regional Environmentalist.
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________

According to Chapter I, Title 23 CFR, Part 771, this project is deemed a non-major action.

8162 Necanicum Hwy Jct of the Ore. 1975
Coast Hwy .5 mi N of Wheeler
(Grading and paving)

OREGON STATE
HIGHWAY DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
P. O. BOX 686
ASTORIA, OREGON 97103

July 15, 1977

Mr. Jim Erickson, M.T.
Rinehart Clinic
Wheeler, Oregon
97147

Dear Mr. Erickson:

The State Highway Division traffic accident records have been researched, the State Police Office in Tillamook was contacted and the accident files of the Tillamook County Sheriff's office was gone through. From checking all of the available agencies where any accident would be recorded, we can find where there have only been two reported accidents since the intersection of Highway 53 and Highway 101 was reconstructed in mid-1975.

Both of these accidents were very similar and it is highly questionable if either had anything to do with the intersection reconstruction. The first accident occurred in late summer of 1975 and involved a car hitting the rear-end of another car that was heading South and waiting to make a left-turn onto the Necanicum Highway. The other accident which occurred on June 26, 1977 again involved two vehicles stopped on Highway 101 and waiting for the North-bound traffic to clear so that the lead vehicle could make a left turn onto the Necanicum Highway. A third vehicle, a Volkswagen, was not paying attention and could not stop in time without hitting the rear-end of the car that was stopped. The Volkswagen then went into the wrong lane hitting a motorcycle headon.

It would be nice if a left-turn refuge could be built; however, due to the structure just North of the intersection and the closeness of the Highway to the Bay, the construction of a left-turn refuge would be very expensive. The finances of the State Highway Division has been very poor the past few years due to inflation. The recent session of the Legislature passed legislation which will give additional revenue to the Highway Division. However, this will be voted upon by the people before it becomes available and if it is voted down, projects such as a left-turn refuge at this intersection will not be financially possible to build.

NOTED
COULTER

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR

Info	Inves	R-D	D/R	Sign	Act	File

You mention the berry vines obstructing the sight distance near the bridge to the North of the intersection. By the time you receive this letter, these berries will have been cut and the sight distance improved as much as cutting of the berries and brush will allow.

Very truly yours,

Eldon L Everton

Eldon L. Everton
District Engineer

ELE:sfv

CC: H. S. Coulter
State Highway Engineer
Salem, Oregon

CC: John Sheldrake
Region Engineer
Salem, Oregon

27-13

June 30,1977
Nehalem, Oregon

Oregon State Highway Dept.
Salem, Oregon

Dear Sirs:

CONGRATULATIONS!!! Chalk up another accident at the junction of Highway 53 and 101 since you people straightened it out to make it safer.?

Sunday morning 4 people were injured, one of them Badly because we can't pull off 101 as quickly as we used too. How many more accidents and people injured will there be until the junction is put back to it's original shape, before the corner was fixed? The old timers only remember of 2 wrecks on the corner. One fatality. Since the big remodeling job we'vehad about 20 crashes, 2 near fatals and this isn't counting Bart's monthly Sat. night sojourn out in Taplans field. The berry vines are getting too high to see any clearance by the small bridge when you come off Highway 53 looking right too. This should be looked into right away. Lets hope there can be some remodeling done on that corner to again make it more safe then as it stands now. It looks like there will be plenty of after effects of this last accident with permanent scars. Do get on this NOW!!

Sincerely,

Jim Erickson, M.T.
Rinehart Clinic
Wheeler, Oregon
97147

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
[illegible]
FOR

H. S. COOLEY

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 3, 1975

FILE: 29-13

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Junction-Oregon Coast Highway & Necanicum Highway - MP 46.55 Oregon Coast Highway

TO: E. S. Hunter
DEPUTY STATE HIGHWAY ENGINEER

Eldon Everton, District Engineer in Astoria has made personal contact with Mrs. O. Hunter, Mrs. A. Tubbesing and Mr. R. Davidson, regarding the problems at this particular location on the Oregon Coast Highway. He was unable to contact Miss Gayle Erickson but did discuss the problems with her father. He was also unable to contact Mrs. Leta Chouinard, as of this date.

In discussing the complaints about this channelization with these various people, Mr. Everton determined that in general their biggest complaint is that they cannot drive the new configuration at the intersection in the same way that they drove the old configuration. The wide open "Y" configuration which existed prior to reconstruction, allowed for a high speed turning movement from both the north and southbound traffic on the Coast Highway. The new configuration has tightened the radii and does not allow for a high speed movement in either direction.

It would be desirable to construct a left turn refuge for southbound traffic on the Oregon Coast Highway wanting to turn left onto the Necanicum Highway. This would, however, involve a remodeling of the box culvert with tide gates, lying directly north of this intersection. This would be exceedingly expensive and we have not as yet prepared an estimate of cost. We believe that we can help the movement from the northbound Coast Highway traffic by some minor widening and the relocation of some striping. We will attempt to perform this work next spring. We also plan to install pavement buttons to more clearly delineate the access from the Necanicum Highway to the Oregon Coast Highway at the same time. We will also add additional signing both north and south of this Junction to make it more readily identifiable, and will paint pavement arrows on the Necanicum Highway to be sure that the traffic places themselves in the proper lanes for the movement intended.

REFER TO

By Asst. State Hwy. Engr.

RECEIVED
STATE HWY ENGR
NOV 4 '75
REFER TO
FOR

RECEIVED
NOV 21 19

11-20-75
[illegible] have [illegible]
[illegible] during the
[illegible] weather. [illegible] will
[illegible]

The accident which occurred was due to a left turn from a vehicle southbound on the Oregon Coast Highway who had stopped to let traffic clear before completing his turning movement. He was rear-ended by another automobile coming from the same direction. This accident could have been prevented by a left turn refuge.

The proposed sandblasting, restriping, paving buttons, signing, pavement arrows and additional paving, would cost approximately $4,000. We would anticipate writing a State Force Order and charging this against the Bond Project, since we do not have funds in our budget to cover this type of work in this extensive a manner. It will probably be necessary to wait until next spring and favorable weather, before some of this work can be accomplished. Please advise, if you feel a more extensive investigation or additional items are required, and if you approve of this method of charging for the work, which we propose to do.

COF/elf

cc: E. L. Everton
L. E. George

11

29-11
4-09

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 12, 1975

RECEIVED
STATE HWY ENGR
NOV 13 '75
REFER TO
FOR
Info Inves R.D. D.R. File

Mr. G. S. Cornes
Space 664
Lake Canyon Trailer Park
Vandenberg AFB, California 93437

Dear Mr. Cornes:

Subject: Improvement of Necanicum Highway
Oregon 53
Clatsop and Tillamook Counties

Thank you for your letter dated November 3, 1975 in which you request improvements be made to the Necanicum Highway in Clatsop and Tillamook Counties.

29-11

Much of the improvement you request could be performed by highway maintenance forces as Minor Betterment projects. However, the maintenance of this highway is financed from our General Maintenance budget which is, at the present time, very limited. Maintenance activity on all of our highways is done on a priority basis and the work on the Necanicum Highway would have to compete priority-wise with work on Highway 101, the Sunset Highway, the Lower Columbia River Highway, and all other roads under the Highway Division's jurisdiction in Clatsop and Tillamook Counties. At present, our maintenance crews are doing mostly labor intensive activities and are performing a minimum of betterment type work.

Unfortunately, until the financial condition of the State improves, it does not appear that the improvements you requested on the Necanicum Highway can be accomplished.

I should like to call to your attention the fact that during February of 1973 there was considerable work performed by maintenance forces on this highway to prepare it adequately for use as a detour of US 101 while emergency repairs were being made to the Silver Point Slide, which closed the Oregon Coast Highway just south of Cannon Beach.

RECEIVED
NOV 13 1975
[illegible]

NOTED
H. E. COULTER

Mr. G. S. Cornes
November 12, 1975
Page 2

We will review the condition of this highway to assure that it is safe for the traveling public. We appreciate your concern with highway matters and I am sorry we are not financially able to provide all of the improvement you request.

Very truly yours,

T. W. Litchfield
REGION II OPERATIONS ENGINEER

TWL/dea
cc: H. S. Coulter ✓ w/Mr. Cornes letter
D. H. Moehring w/Mr. Cornes letter
E. L. Everton w/Mr. Cornes letter

Info
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Sign
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FOR

REFER TO Coulter

NOV 7 '75

RECEIVED
STATE HWY ENGR

Dear Sir,

3 NOV 75

I am writing this letter to inform you about highway 53 which is located 2 miles North of Wheeler, Oregon. This highway is off of highway 101 and is about 19 miles long. It connects with the Sunset Highway which takes one to Seaside or Portland.

The reason I am writing about this highway is that its an accident waiting to happen. You ask why maybe? Well let me list a few reasons it is.

1. There are many places where guard rails are needed and there are steep drop offs.

2. The road was put in when people were moving around in Covered Wagons. What happened when they put in roads? You guessed it. They put black-top over the old covered wagon trail. So one has the problem of some very sharp curves.

3. The logging trucks use this road and sometimes swing wide on corners. This practice has killed 4 people that I know of. I was almost killed in a small school bus going to old Wheeler High School one morning. The logging truck swung wide to make it around the corner and we were way over on our side of the road, in fact we were in the gravel. The rear log

left bark on the school bus window. Needless to say it scared the hell out of me.

4. There are two small, narrow bridges that should be widened. One has been the other one hasn't. This is a safety hazard with todays wide campers etc.

5. There aren't reflectors on the middle line and when its dark and wet and raining which it is alot of the time, 70" so far this year, its hard to see the road.

This covers my feelings on old curvy highway 53. What I would like to see is something done to correct this safety Hazard!!!! Would you please bang on somebody's desk with a shoe, fist or something and try to get the State of Oregon to correct the bad road.

As of right now the people in Clatsop County and Tillamook County need jobs. I would think this would really be a great way to provide a few jobs for these people in this depressed area. I don't think it would cost to much money to straighten this road out.

G. S CORNES SP 664
LK CANYON TR PK
VANDENBERG AFB, CA
93437

Sincerely Yours,

George S. Cornes

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 3, 1975

FILE: 29-13

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Junction-Oregon Coast Highway & Necanicum Highway - MP 46.55 Oregon Coast Highway

TO: E. S. Hunter
DEPUTY STATE HIGHWAY ENGINEER

Eldon Everton, District Engineer in Astoria has made personal contact with Mrs. O. Hunter, Mrs. A. Tubbesing and Mr. R. Davidson, regarding the problems at this particular location on the Oregon Coast Highway. He was unable to contact Miss Gayle Erickson but did discuss the problems with her father. He was also unable to contact Mrs. Leta Chouinard, as of this date.

In discussing the complaints about this channelization with these various people, Mr. Everton determined that in general their biggest complaint is that they cannot drive the new configuration at the intersection in the same way that they drove the old configuration. The wide open "Y" configuration which existed prior to reconstruction, allowed for a high speed turning movement from both the north and southbound traffic on the Coast Highway. The new configuration has tightened the radii and does not allow for a high speed movement in either direction.

It would be desirable to construct a left turn refuge for southbound traffic on the Oregon Coast Highway wanting to turn left onto the Necanicum Highway. This would, however, involve a remodeling of the box culvert with tide gates, lying directly north of this intersection. This would be exceedingly expensive and we have not as yet prepared an estimate of cost. We believe that we can help the movement from the northbound Coast Highway traffic by some minor widening and the relocation of some striping. We will attempt to perform this work next spring. We also plan to install pavement buttons to more clearly delineate the access from the Necanicum Highway to the Oregon Coast Highway at the same time. We will also add additional signing both north and south of this Junction to make it more readily identifiable, and will paint pavement arrows on the Necanicum Highway to be sure that the traffic places themselves in the proper lanes for the movement intended.

RECEIVED
STATE HWY ENGR
NOV 4 '75
REFER TO
FOR
Info | Inves | R.D. | D.R. | S.P. | A.I. | File

The accident which occurred was due to a left turn from a vehicle southbound on the Oregon Coast Highway who had stopped to let traffic clear before completing his turning movement. He was rear-ended by another automobile coming from the same direction. This accident could have been prevented by a left turn refuge.

The proposed sandblasting, restriping, paving buttons, signing, pavement arrows and additional paving, would cost approximately $4,000. We would anticipate writing a State Force Order and charging this against the Bond Project, since we do not have funds in our budget to cover this type of work in this extensive a manner. It will probably be necessary to wait until next spring and favorable weather, before some of this work can be accomplished. Please advise, if you feel a more extensive investigation or additional items are required, and if you approve of this method of charging for the work, which we propose to do.

COF/elf

cc: E. L. Everton
L. E. George

October 22, 1975

Mr. Charles Johnson
4502 Third Street
Tillamook, OR 97141

Dear Mr. Johnson:

In your recent letter you commented on several highway related items which you felt were inconsistent: the reconstruction of the Necanicum Highway Junction with US101 north of Wheeler; the expenditure of monies on roads within the State Parks system; and the condition of ORE53.

The reconstruction of the intersection of ORE53 and US101 was requested as a special project under the Highway Bond program by the Clatsop/Tillamook Intergovernmental Council. The purpose of the project was to provide a safer intersection of these two highways since it was believed a hazard existed because of the high-speed movement of traffic at this location. Although a left-turn refuge does not appear necessary, traffic counts are being made and the situation studied further.

The Highway Division works from budgets approved by the Legislature for Construction, Maintenance, Parks and Travel Information. Each budget has further legislative guidance through the expenditure limit in major work categories in those budgets. Roadway revisions and other improvements in our State Parks, such as those you mentioned, are financed within this legislative direction.

Maintenance of the Necanicum Highway (ORE53) is financed from our Maintenance budget which is presently very limited. Maintenance of our highways is done on a priority basis, and work on the Necanicum Highway has to compete priority-wise in your area with work on US101, the Sunset Highway, the Lower Columbia River Highway, and other roads under Highway Division jurisdiction in Clatsop and Tillamook Counties.

Had the increased gas and weight-mile taxes gone into effect October 1 as the Legislature provided, the additional revenue would have been distributed 32 percent to counties and cities for road improvements and 68 percent to the Highway Division. The Legislature also provided a priority list of what the additional revenue would be used for. The first items on this list were for pavement overlays for badly deteriorated sections of highways, additional general maintenance of the highway system, and minor betterment safety projects. The Highway Division supports this priority list because it reflects the unmet needs in our highway system.

I appreciate your interest in our activities and hope I have answered your questions satisfactorily.

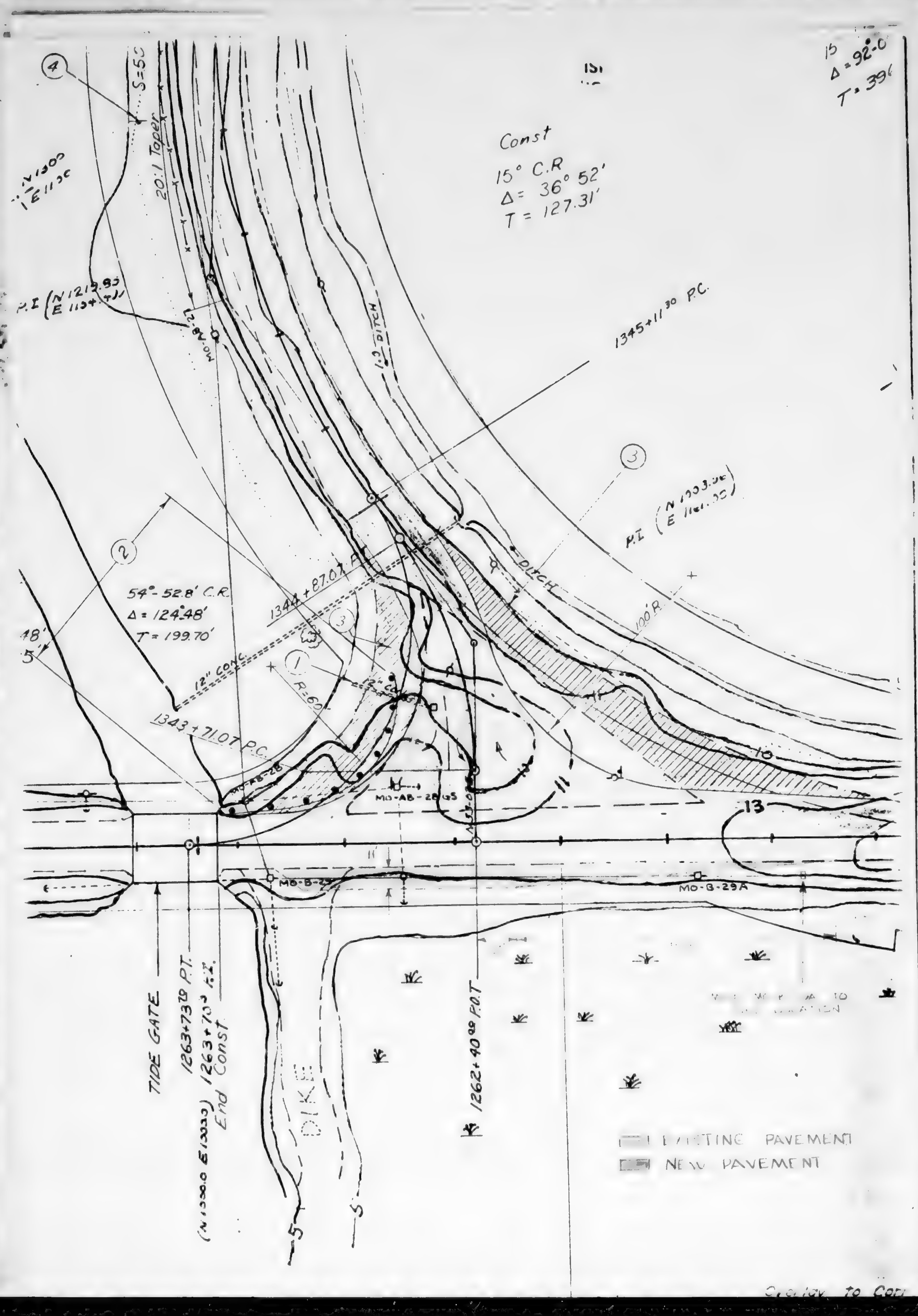
Sincerely,

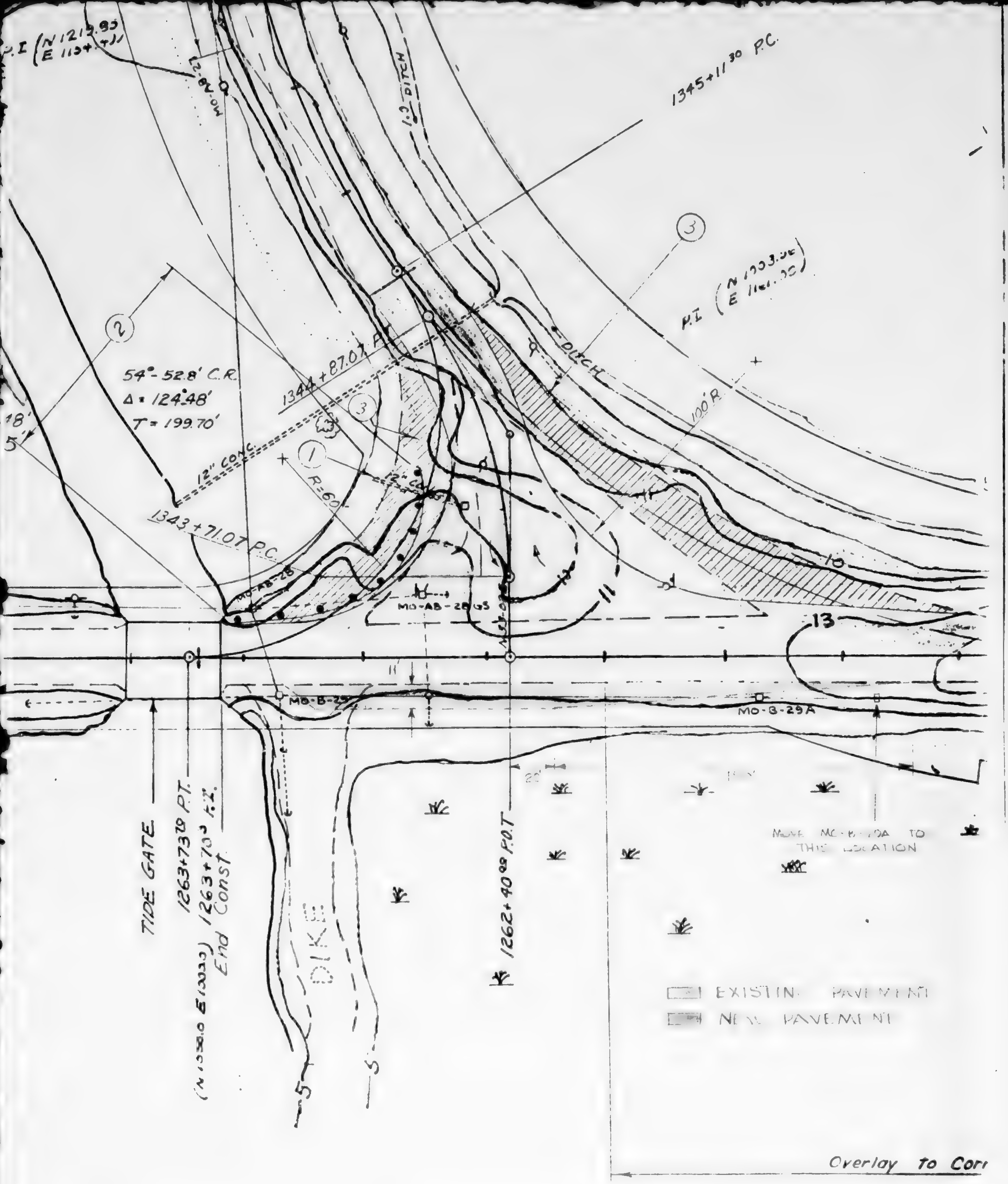
H. S. Coulter
Assistant State Highway Engineer

COF/elf HSC/ia

bc F. B. Klaboe
E. S. Hunter (Assignment #126)
C. O. Fredrickson

[illegible]
10-28-75


④
S=.50
20:1 Taper
N1300
E1130
P.I (N1219.85
E1134+.11)
MO-AB-27
Const
15° C.R
Δ = 36° 52'
T = 127.31'
151
15
Δ = 92-0
T = 39
1:3 DITCH
1345+11.30 P.C.
③
P.I (N1003.0E
E1161.00)
DITCH
100' R.
②
54°-52.8' C.R.
Δ = 124°48'
T = 199.70'
48'
5
1344+87.07 P.T.
③
12" CONC.
①
R=60
12" CO
1343+71.07 P.C.
MO-AB-28
MO-AB-28 GS
A
11
10
13
11'
MO-B-29
MO-B-29A
TIDE GATE
1263+73.79 P.T.
(N1000.0 E1000.0) 1263+70.0 P.I.
End Const
DIKE
1262+40.00 P.O.T
5
5
EXISTING PAVEMENT
NEW PAVEMENT
Station to Con


P.I (N 1219.85 E 113+.11)
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1.3 DITCH
1345+11.30 P.C.
③
P.I (N 1003.06 E 1161.00)
②
54°-52.8' C.R.
Δ = 124°48'
T = 199.70'
18'
5
1344+87.07 P.T.
③
DITCH
100' R.
12" CONC.
①
R=60'
12" C
1343+71.07 P.C.
MO-AB-28
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(N 1330.0 E 1303.0) 1263+70.0 P.I.
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5
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MOVE MO-B-29A TO THIS LOCATION
EXISTING PAVEMENT
NEW PAVEMENT
Overlay to Cor

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

Date SEPT. 5 & 9 1975

Day of week FRI & TUE.

Hours counted 6AM - 10PM

Weather CLEAR

Classification

City or County TILLAMOOK COUNTY

Intersection ORE. COAST HWY. NO. 9 (US101) &

NECANICUM HWY. NO. 46 (ORE 53)

Mile Post 46.55

Classification ALL VECHILES

SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	Sou
7	4			27	24			8	22			92	80	87	12	13	34	12		46				
13	10			52	29			27	10			141	104	74	37	26	65	37		39				
8	13			86	46			27	23			203	163	80	40	20	94	40		69				
12	5			125	70			17	15			244	222	91	22	9	137	22		85				
8	7			111	93			21	14			254	226	89	28	11	119	28		107				
20	10			145	117			19	30			341	312	91	29	9	165	29		147				
14	17			102	122			16	20			291	258	89	33	11	116	33		142				
17	15			136	140			22	23			353	316	90	37	10	153	37		163				
19	19			131	141			32	27			369	318	86	51	14	150	51		168				
12	19			160	148			25	17			381	337	88	44	12	172	44		165				
19	26			127	137			21	32			362	315	87	47	13	146	47		169				
21	21			113	154			26	38			373	326	87	47	13	134	47		192				
11	10			77	96			16	14			224	198	88	26	12	88	26		110				
7	6			56	75			18	13			175	151	86	24	14	63	24		88				
7	1			39	45			10	9			111	100	90	11	10	46	11		54				
5	4			20	41			4	5			79	71	90	8	10	25	8		46				
220	206			1658	1626			340	343			4393	3841	88	546	12	1878	546		1969				
200	187			1507	1478			309	312			3993	3497	88	496	12	1707	496		1790				

Tabulated by JIM LAYMON

Checked by

ORE. COAST HWY. NO. 9 (US101) St. is North and South

NECANICUM HWY. NO. 46 (ORE 53) St. is East and West

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

Date SEPT. 5 & 9 1975
Day of week FRI. & TUE.
Hours counted 6AM - 10PM
Weather CLEAR

Classification

City or County TILLAMOOK COUNTY
Intersection ORE. COAST HWY. NO. 9 (US101) &
NECANICUM HWY. NO. 46 (ORE 53)
Mile Post 46.55
Classification ALL VECHILES

		SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS				PEDEST
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A. M.	6:00- 7:00	7	4			27	24			8	22			92	80	87	12	13	34	12		46	
	7:00- 8:00	13	10			52	29			27	10			141	104	74	37	26	65	37		39	
	8:00- 9:00	8	13			86	46			27	23			203	163	80	40	20	94	40		69	
	9:00-10:00	12	5			125	70			17	15			244	222	91	22	9	137	22		85	
	10:00-11:00	8	7			111	93			21	14			254	226	89	28	11	119	28		107	
	11:00-12.00	20	10			145	117			19	30			341	312	91	29	9	165	29		147	
P. M.	12:00- 1:00	14	17			102	122			16	20			291	258	89	33	11	116	33		142	
	1:00- 2:00	17	15			136	140			22	23			353	316	90	37	10	153	37		163	
	2:00- 3:00	19	19			131	141			32	27			369	318	86	51	14	150	51		168	
	3:00- 4:00	12	19			160	148			25	17			381	337	88	44	12	172	44		165	
	4:00- 5:00	19	26			127	137			21	32			362	315	87	47	13	146	47		169	
	5:00- 6:00	21	21			113	154			26	38			373	326	87	47	13	134	47		192	
	6:00- 7:00	11	10			77	96			16	14			224	198	88	26	12	88	26		110	
	7:00- 8:00	7	6			56	75			18	13			175	151	86	24	14	63	24		88	
	8:00- 9:00	7	1			39	45			10	9			111	100	90	11	10	46	11		54	
	9:00-10:00	5	4			20	41			4	5			79	71	90	8	10	25	8		46	
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		220	206			1658	1626			340	343			4393	3847	88	546	12	1378	546		1969	
16-Hour total .		200	187			1507	1478			309	312			3993	3497	88	496	12	1707	496		1790	
__-Hour total .																							
Control . . .																							
F- 9.10)																							

Tabulated by JIM LAYMON
Checked by

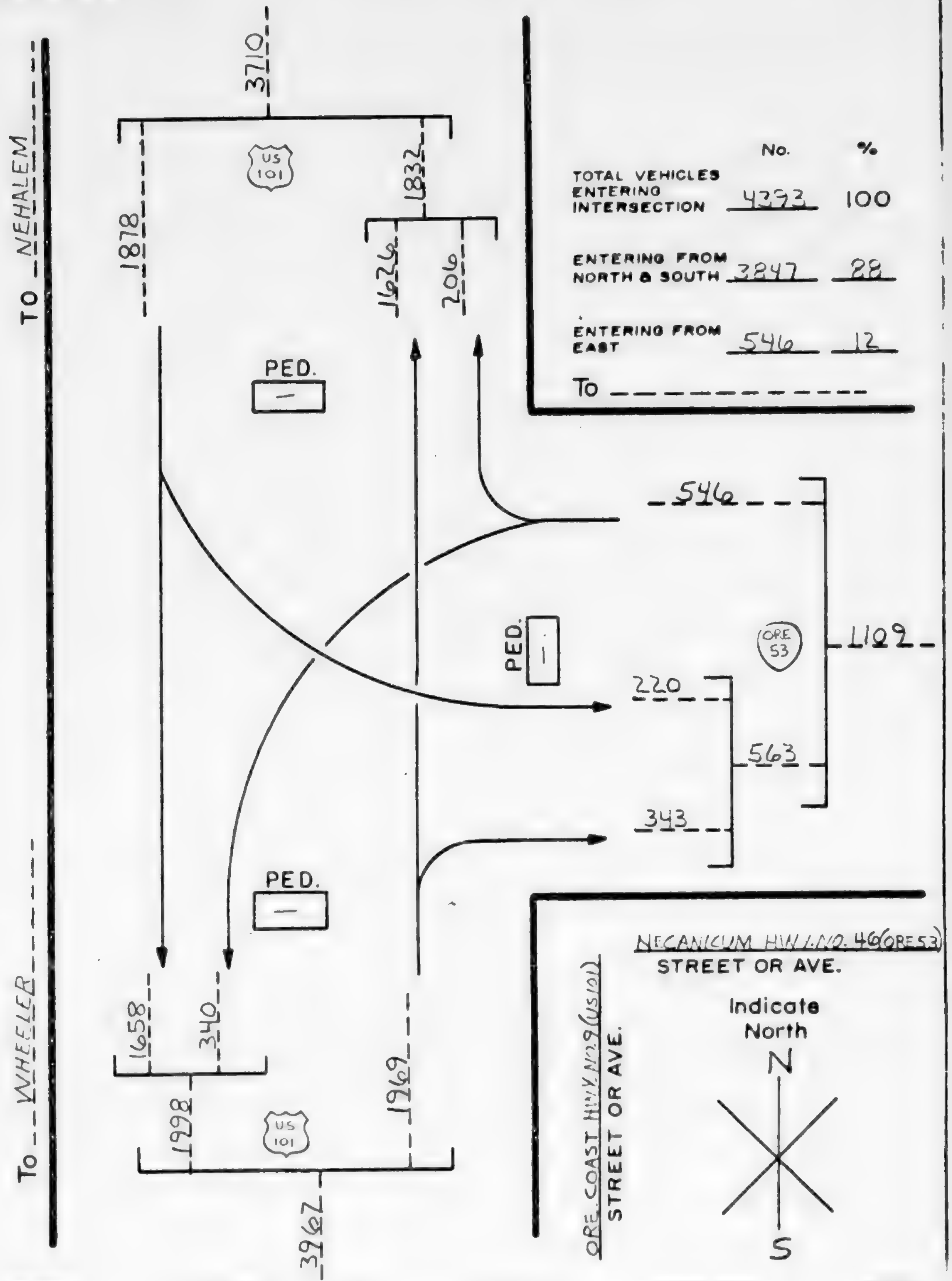
ORE COAST HWY NO 9 (US101) St. is North and South
NECANICUM HWY NO. 46 (ORE 53) St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE SEPT. 5 & 9 1975
DAY OF WEEK FRI. & TUE.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM - 10PM
PEDESTRIAN COUNT — HRS.
HOURS COUNTED —
WEATHER CLEAR

CITY OR COUNTY TILLAMOOK COUNTY
INTERSECTION OF ORE. COAST HWY. NO. 9 (US 101) & NECANICUM HWY. NO. 46 (ORE 53)
MILE POST 46.55
CLASSIFICATION ALL VECHILES



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4393	100
ENTERING FROM NORTH & SOUTH	3847	88
ENTERING FROM EAST	546	12
To		

NECANICUM HWY. NO. 46 (ORE 53)
STREET OR AVE.

ORE. COAST HWY NO. 9 (US 101)
STREET OR AVE.

Remarks: 16 HOUR MANUAL COUNT FACTORED TO 24 HOUR VOLUME (1-10)

RECEIVED
STATE HWY ENGR
SEP 5 '75
REFER TO
FOR
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RECEIVED
19
Office of
State Highway Engineer

Oregon State Hiway Dept.

Gentlemen:

Curiosity finally got the best of me.

I'm reading how the Dept. hasn't got the money to do a lot of repair work. How can the Dept justify the stupid change they made at the Cape Foulweather junction or the one at Hiway 101 and 53, as these two roads were made to be able to turn off without slowing traffic now it is dangerous especially during heavy traffic, and to top it off. Town north

of Lincoln City you
do just the opposite, you
build a new right turn
lane so a person can turn
off with out slowing
traffic, and a left turn
lane in the center.

Why be so inconsistant.
That isnt my only gripe
when driving up 53
and finding so little work
done on it I asked hiway
man about it and was
told we would have to
get used to it because
there isnt enough money,
I meant so ~~along~~ work
that has not. After seeing
all the new roads up
Fort Stevens park. we can
have lousy roads to get
to the parks, but won
the roads we can drive

when we get there -
If that is a sample of the way the additional tax is to be spent I hope the people vote it down, and I am going work toward that end.

Yours truly

C. Merlin Johnson
452 E. 3rd St
Tillamook. Ore
97141

#811 [illegible]

October 17, 1975

Mrs. Wayne Crist

Concerning the completed project on the Oregon Coast Highway at its intersection with the Necanicum Highway.

SEE: TRA 7-8

#. 162

October 10, 1975

Mrs. Rosalie G. Cornes
664 Lake Canyon Trailer Park
Vandenberg Air Force Base, California

Dear Mrs. Cornes:

Reference is made to your letter concerning the recently completed project on the Oregon Coast Highway at its intersection with the Necanicum Highway.

This project was recommended to the Highway Division as part of the Bond Program by the Highway Citizens Committee of Tillamook County and local officials. As you know, the intersection was an open "Y" type, which permitted high-speed exits from the Oregon Coast Highway. The Citizens Committee reported that many near-miss, high-speed collisions were occurring in the intersection and therefore recommended a "T" type intersection be constructed.

An investigation of this intersection was made by the Highway Division and we confirmed the Citizens Committee's concern over the potential accident hazards. Now, you and others have brought to our attention the possible need for a left-turn refuge or returning the intersection to its previous configuration.

In view of the expressed concern, we will continue to observe the intersection over the next few months. In addition, I am asking our District Engineer, Eldon Everton, to contact the local residents who wrote, discuss the problem with them, and take any appropriate action needed.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
H. S. Coulter (enc.)
L. E. George
C. O. Fredrickson
Eldon Everton "

RLS:ab/ESH:ja

RECEIVED
STATE HWY ENGR
AUG 27 '75
REFER TO
Schroeder
FOR
Info
Inves
R/D
x D/R
Sign
Act
File

664 Lake Canyon Trailer Park
Vandenberg A.F.B, California
August 25, 1975

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

I am writing to voice my complaint along with that of many others who must live and drive the junction between Highway 101 and Highway 53. This intersection has recently been changed, and obviously, for the worse. The engineering seems to be very poor as the corner is now very sharp and hazardous for maneuvering a turn.

I would sincerely recommend your surveying the situation over and either banking or widening the turning radius. As that would probably cost the taxpayers more money than is feasible, you will probably not find that as the answer.

If you were to make a left turn lane on 101 southbound it would alleviate the problem of stopping completely in the live lane. Highway 101. Sharp or dangerous curve signs would at least warn unfamiliar drivers with that hazardous turn to make from a 55 MPH zone.

We will soon be out of the Air Force and in our permanent residence on Highway 53 so I hope that intersection is soon corrected.

Sincerely concerned,
Rosalie [illegible] Cornus

NOTED
R. L. SCHROEDER

October 10, 1975

Mrs. Leta Chouinard
Route 1, Box 586
Rockaway, OR 97136

Dear Mrs. Chouinard:

Reference is made to your letter concerning the recently completed project on the Oregon Coast Highway at its intersection with the Necanicum Highway.

1009-5
41-H
[illegible] H

This project was recommended to the Highway Division as part of the Bond Program by the Highway Citizens Committee of Tillamook County and local officials. As you know, the intersection was an open "Y" type, which permitted high-speed exits from the Oregon Coast Highway. The Citizens Committee reported that many near-miss, high-speed collisions were occurring in the intersection and therefore recommended a "T" type intersection be constructed.

An investigation of this intersection was made by the Highway Division and we confirmed the Citizens Committee's concern over the potential accident hazards. Now, you and others have brought to our attention the possible need for a left-turn refuge or returning the intersection to its previous configuration.

In view of the expressed concern, we will continue to observe the intersection over the next few months. In addition, I am asking our District Engineer, Eldon Everton, to contact you in the near future to discuss the problem and to take any appropriate action needed.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
H. S. Coulter (enc.)
L. E. George
C. O. Fredrickson
Eldon Everton " - Please contact these people, take necessary action, and report.

RLS:ab/ESH:ja

SAME LETTER TO THE FOLLOWING:

Mr. Raymond Davidson
P. O. Box 608
Rockaway, OR 97136

Mrs. O. Hunter
Route 1, Box 87
Nehalem, OR 97131

Mrs. A. F. Tubbesing
Route 1, Box 53
Nehalem, OR 97131

FORM 84-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 30, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Oregon Coast Highway-
Necanicum Hwy. Junction
Oregon Coast Hwy. M.P. 46.55

TO: R. L. Schroeder
Assistant State Highway Engineer

The subject project appeared as project Number 12 on the 1974 District 1 priority list for highway improvement projects. This project was financed as a bond project.

Prior to this reconstruction project the subject intersection was of the open Y type which allowed vehicles to exit the Oregon Coast Highway at relatively high speeds. This Y intersection, with the high speed movements, produced a potential high speed conflict point where the two legs of the Y meet. In providing for these exit movements it was necessary to have steep supers on the exit legs which resulted in a visibility problem for vehicles attempting to enter the Oregon Coast Highway.

The redesign of this intersection provided for a T type intersection thus eliminating the point of potential high speed collisions. This intersection design also provides for better visibility for traffic entering the Oregon Coast Highway.

We recently performed a traffic investigation at this location to determine if a left-turn refuge is needed. Based on this investigation it appears that a left-turn refuge is not presently warranted at this location. However, it does appear that some shoulder widening on the west side of the Oregon Coast Highway would be advisable along with widening of the east shoulder to provide a deceleration lane for northbound vehicles attempting to turn onto the Necanicum Highway.

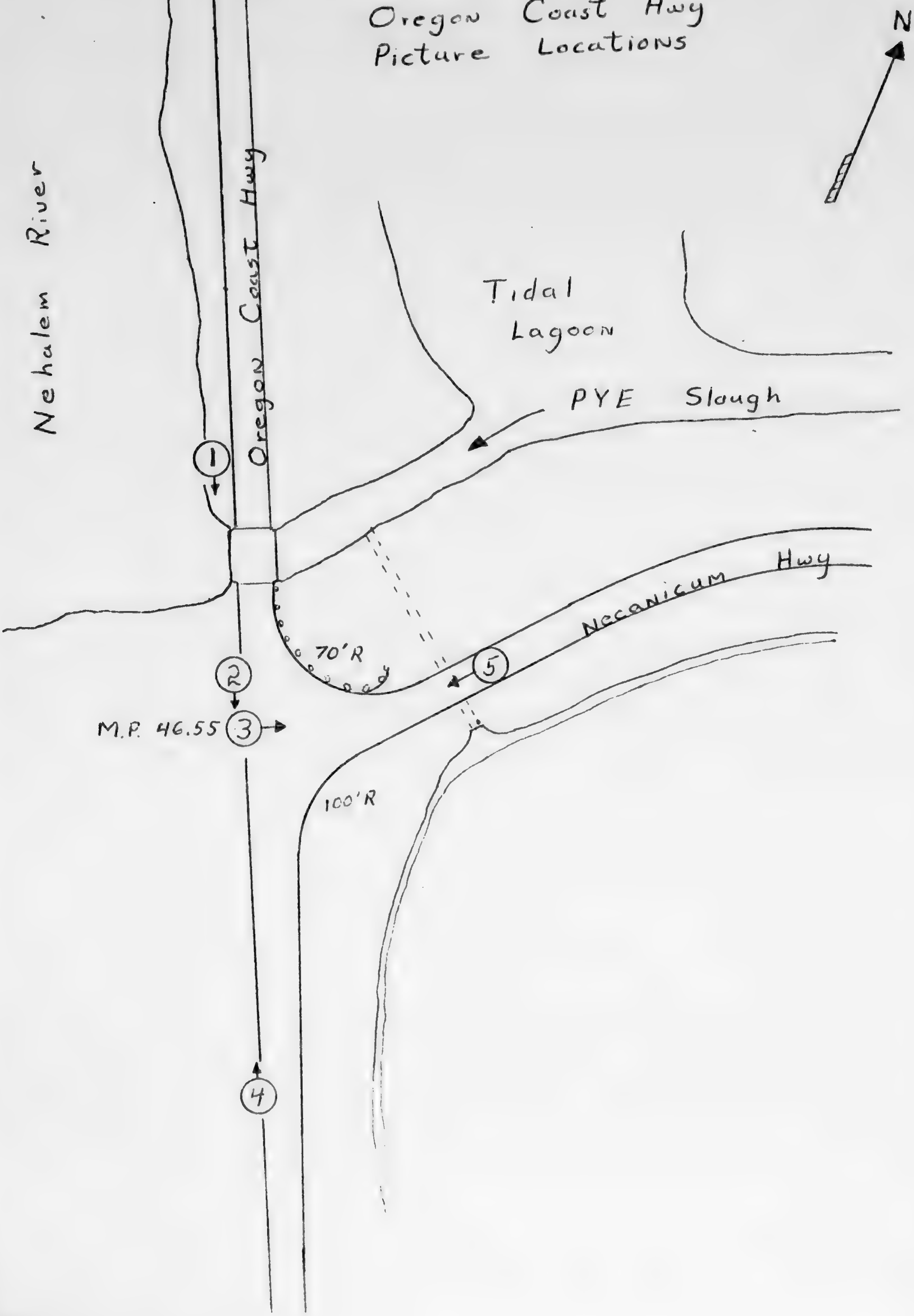
L. E. George
Traffic Engineer

DW:rj

M.P. 46.5

Neh

Necanicum Hwy. Junction Sec.
Oregon Coast Hwy
Picture Locations



1

2

3

4

5

TYPICAL VIEWS
Necanicum Highway Junction Section
Oregon Coast Highway M.P. 46.55

1. Looking south 500 feet north of Junction on Oregon Coast Highway.
2. Looking south at Junction on Oregon Coast Highway.
3. Looking east at Junction on Oregon Coast Highway.
4. Looking north 500 feet south of Junction on Oregon Coast Highway.
5. Looking west 300 feet east of Junction on Necanicum Highway.

2

3

4

5

TYPICAL VIEWS
Necanicum Highway Junction Section
Oregon Coast Highway M.P. 46.55

1. Looking south 500 feet north of Junction on Oregon Coast Highway.
2. Looking south at Junction on Oregon Coast Highway.
3. Looking east at Junction on Oregon Coast Highway.
4. Looking north 500 feet south of Junction on Oregon Coast Highway.
5. Looking west 300 feet east of Junction on Necanicum Highway.

3

4

5

TYPICAL VIEWS
Necanicum Highway Junction Section
Oregon Coast Highway M.P. 46.55

1. Looking south 500 feet north of Junction on Oregon Coast Highway.
2. Looking south at Junction on Oregon Coast Highway.
3. Looking east at Junction on Oregon Coast Highway.
4. Looking north 500 feet south of Junction on Oregon Coast Highway.
5. Looking west 300 feet east of Junction on Necanicum Highway.

4

5

TYPICAL VIEWS
Necanicum Highway Junction Section
Oregon Coast Highway M.P. 46.55

1. Looking south 500 feet north of Junction on Oregon Coast Highway.
2. Looking south at Junction on Oregon Coast Highway.
3. Looking east at Junction on Oregon Coast Highway.
4. Looking north 500 feet south of Junction on Oregon Coast Highway.
5. Looking west 300 feet east of Junction on Necanicum Highway.

5

TYPICAL VIEWS
Necanicum Highway Junction Section
Oregon Coast Highway M.P. 46.55

1. Looking south 500 feet north of Junction on Oregon Coast Highway.
2. Looking south at Junction on Oregon Coast Highway.
3. Looking east at Junction on Oregon Coast Highway.
4. Looking north 500 feet south of Junction on Oregon Coast Highway.
5. Looking west 300 feet east of Junction on Necanicum Highway.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 10, 1975

FILE: 29-13

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Assignment No.'s ESH #89
ESH #103

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
Office of
Assistant State Highway Engineer

We are enclosing a rough draft reply for Mr. Hunter's consideration in connection with assignment #89. We also feel that the rough draft reply enclosed would be suitable for assignment ESH #103 and for a number of subsequent letters, which have been received by this office.

These letters and the subsequent date of the letters are as follows:

Raymond Davidson
P.O. Box 608
Rockaway, Oregon 97136
August 27, 1975

Mrs. A. F. Tubbesing
Rt. 1, Box 53
Nehalem, Oregon 97131
August 27, 1975

Rosalie G. Cornes
664 Lake Canyon Trailer Park
Vanderberg Airforce Base, Calif.
August 25, 1975

Mrs. Leta Chouinard
Rt. 1, Box 586
Rockaway, Oregon
August 21, 1975

Mrs. O. Hunter
Rt. 1, Box 87
Nehalem, Oregon 97131
August 20, 1975

Reference was made in several cases to a newspaper letter from Marjorie R. Shawn, Nehalem, Oregon, which was published in the HEADLIGHT-HERALD, Tillamook, Oregon, on Wednesday, August 20, 1975. A copy of this article was sent by Elmer Gregerson, Box 165, Wheeler, Oregon, in an envelope postmarked August 28, 1975. As a bit of an explanation, this project was listed on the original bond list from District 1 as priority #12 and an amount of $10,000 was requested for it. In a letter from Eldon Everton dated July 23, 1974, a paragraph description of the project was given as follows:

12. Intersection Improvement, MP 46.5, Oregon Coast Highway

This project would change the present junction of the Oregon Coast Highway and the Necanicum Highway from their present design to a 90 degree junction. Work can be done on present right-of-way and would be a worthwhile and needed project.

The intersection, as it existed, was a wide open Y with the possibility of a high speed turning movement from both the north and south on the Coast Highway to the Necanicum Highway easterly. This situation resulted in some rather steep supers and presented a visibility problem to traffic which was trying to proceed onto the Coast Highway from the Necanicum Highway. There was not sufficient money to develop the left turn refuge, and no study was made to determine whether the traffic movements indicated a necessity for this. It was realized that bringing the traffic to a 90 degree intersection would cause a slowdown of traffic on the Coast Highway, particularly to make a left turning movement. We did not believe it to be a prudent design to allow for a high speed movement from the Coast Highway to the Necanicum Highway, and the superelevation and turning radius was vastly reduced for the right turning movement.

The situation for the installation of a left turn refuge is relatively complex and would be fairly expensive. The highway directly to the north of this intersection passess across an old box culvert, which has tide gates installed on the westerly side as a part of a flood alleviation project. This box culvert has been widened at one time and has an I beam span on the westerly side. The configuration of the intersection makes it appear that the most desirable method of installing a left turn refuge would be on the westerly side, and it would require a substantial lengthening of this box culvert. Our Traffic Engineer is currently getting a traffic count to determine whether a left turn refuge is desirable at this location. We will advise your office as soon as this traffic count is complete, and he has made his recommendation. We will also make an estimate of the cost of this, should the construction appear to be warranted.

COF/elk
Enc.

To the Editor

We certainly agree with Mrs. Shawn on her letter saying how she feels about the State's job on the intersection of Highway 101 and Highway 53. Its a sad mess. Not only the intersection but all our tax dollars going down the drain.

I can't imagine how the person who designed it felt it would be safer. I'm sure he wasn't from here, nor drove this area or he would have realized the old one did the job in a safer way. Before one could dart into the intersection to avoid a wreck, but now its either hit or be hit.

I'm with Mrs. Shawn. Please express your views on this subject by writing a letter to the Highway Department in Salem. If they get enough letters, maybe they will put the old intersection back, or do something about the present one.

Mrs. O. Hunter
Nehalem

To the Editor:

I wonder how many of the people in the local area feel as we do, that the highway engineering job which was completed recently by the state at the junction of Highway 101 and Highway 53 is totally inadequate.

The previously existing roadway was far superior to the replacement with which we must now live. I fear for my life when I have to come to a complete stop on Highway 101 to make a turn, whether left or right, to enter Highway 53.

A far better solution would have been a left-turn lane on Highway 101 for southbound traffic. For traffic proceeding South on 101 from Highway 53, the island which was gravel should simply have been blacktopped.

I recall that the amount bid for this job was not small, and I feel that it not only was a waste of our tax dollars, but a very poor job of engineering.

If you feel about this as I do, please send this article to your Highway Department in Salem, or express your feeling in your own words - but please write and let them know what a poor job was done, not by the contractor but by the engineer.

Sincerely,
Marjorie R. Shawn
Nehalem

10

From Headlight Herald (Tillamook) Aug. 27, 1975

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
4

RECEIVED
SEP 1975
Office of
Assistant State Highway Engineer

P. O. Box 608
Rockaway, Oregon 97136
August 27, 1975

State Highway Department
Salem, Oregon

Gentlemen:

I have noted two articles in the Headlight Herald expressing opinions on the recent change of intersections on highway 101 and Highway 53, and am enclosing one.

It used to be when one drove highway 101 going north, they could swing onto Highway 53 on a curved road without slowing ~~traffice~~ traffic coming behind from the rear. Now one has to slow to 15-20 miles an hour to make the square turn there, holding up ~~traffice~~ traffic on Highway 101, coming from either Nehalem or Wheeler directions. I have discussed this matter with others living in this vicinity, and they all feel this new intersection arrangement is a big hazard and no improvement over the old way.

Under the old arrangement, log trucks always made a square turn here to come onto 101, which made it possible for them to see oncoming traffic better, but it did not interfere with other traffic coming behind them from taking their stop at the curved intersection as always.

Yours,

Raymond Davidson
Raymond Davidson

RD:ed

To the Editor

We certainly agree with Mrs. Shawn on her letter saying how she feels about the State's job on the intersection of Highway 101 and Highway 53. Its a sad mess. Not only the intersection but all our tax dollars going down the drain.

I can't imagine how the person who designed it felt it would be safer. I'm sure he wasn't from here, nor drove this area or he would have realized the old one did the job in a safer way. Before one could dart into the intersection to avoid a wreck, but now its either hit or be hit.

I'm with Mrs. Shawn. Please express your views on this subject by writing a letter to the Highway Department in Salem. If they get enough letters, maybe they will put the old intersection back, or do something about the present one.

Mrs. O. Hunter
Nehalem

From Headlight Herald (Tillamook) Aug. 27, 1975

These are my sentiments too.

ailable

August 27, 1975

State Highway Department
Salem, Oregon 97310

Dear Sirs:

Having just read a letter from Mrs. Hunter in the August 27 issue of the Tillamook Headlight-Herald prompts me to write this letter in reference to the recent "improvement" of the road where Highway 53 joins Highway 101 north of Wheeler. Unfortunately, I missed seeing the letter written by Mrs. [illegible] which Mrs. Hunter refers to in her letter. It was my intention to write just as soon as that construction was completed, but delayed because I felt that I might be the only one who was disappointed in the results. Now I hear criticism from more and more people.

I have driven the roads in this area for many years, having lived near Mohler (Hwy 53) from 19[illegible] to 19[illegible]. My home since 19[illegible] is West of Nehalem, but I continue to do my grocery shopping at the store in Mohler. Since the recent work at that intersection, I have found it to be safer to drive to Mohler via the County North Fork Road, the McDonald Road, then join Hwy 53, to arrive at Mohler from the North--a long detour to avoid the new 101-53 junction. Taking a left turn at the blinker light in Wheeler isn't without hazards, either.

When the work was begun, we believed that a passing and turning lane would be constructed for the safety of those turning left from 101 to 53, and were extremely disappointed that this was not in the plans. Such a lane was constructed a few years ago at the end of our road (Wayside Gardens) and another just beyond at the turn-off to the Nehalem Bay Trailer Park. Both have been appreciated and I know each has made turning left off of 101 at either of these roads much safer.

Several years ago turning and passing lanes were constructed for the convenience and safety of those using the Corner Store north of Tillamook. Don't those who must turn from 101 to 53 merit the same consideration?

Won't you please make an investigation into the conditions that now exist at that intersection to see if something can still be done to actually improve it? I realize that, for those driving down 53 and being able to look in both directions before entering 101, this change may have [illegible]. It is leaving 101 that is extremely dangerous.

Very truly yours,
Bernice [illegible]
Mrs. A. J. [illegible]
Rt. 1, Box [illegible]
Nehalem, Oregon 97131

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
[illegible]
FOR
Info Inves R/D D.R Sign Act File

#812

1

October 10, 1975

bcc F. B. Klaboe
R. L. Schroeder
H. S. Coulter (enc.)
L. E. George
C. O. Fredrickson
Eldon Everton

Miss Gayle Erickson
Route 1, Box 268
Nehalem, OR 97131

Dear Miss Erickson:

Your letter to Mr. Bellamy concerning the recent reconstruction of the intersection of the Oregon Coast Highway (US101) and the Necanicum Highway (ORE53) was referred to this office for reply.

This project was recommended to the Highway Division as part of the Bond Program by the Highway Citizens Committee of Tillamook County and local officials. As you know, the intersection was an open "Y" type, which permitted high-speed exits from the Oregon Coast Highway. The Citizens Committee reported that many near-miss, high-speed collisions were occurring in the intersection and therefore recommended a "T" type intersection be constructed.

An investigation of this intersection was made by the Highway Division and we confirmed the Citizens Committee's concern over the potential accident hazards. Now, you and others have brought to our attention the possible need for a left-turn refuge or returning the intersection to its previous configuration.

In view of the expressed concern, we will continue to observe the intersection over the next few months. In addition, I am asking our District Engineer, Eldon Everton, to contact you in the near future to discuss the problem and to take any appropriate action needed.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. Gil Bellamy
Traffic Safety Commission

RLS:ab/ESH:ja

9-9-75

Dear Sirs;

As a resident of Tillamook County I feel I have a right to let somebody know of the deplorable situation found at the newly transformed Highway 101 - Highway 53 junction. It's a real jolt to find yourself a sitting duck when waiting to turn, either off or on 101 at this junction!

I have no idea who the jerks were that did the engineering and construction but in these inflationary times this is the biggest waste of taxpayers money I've ever seen!

Somebody (and if I had any idea who it would be I'd let him personally know what a lemon he has passed off onto us taxpayers) ought to get on the stick and do some rearranging at this intersection before lives are needlessly lost.

cy - [illegible]
[illegible]
Fredrickson
[illegible]
10-10-75

Gayle Erickson
Rt. 1, Box 268
Nehalem, OR.
97131

September 29, 1975

U. S. Fidelity & Guaranty Co.
Portland, Office
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On September 22, 1975, we wrote to you concerning release of final payment on Contract No. 8162 awarded to C. G. Gredvig for work on the Necanicum Highway Junction Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $1,113.00 and the total contract amount is $21,214.49 including $46.17 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc C. G. Gredvig
670 N.W. Dale
Portland, OR 97229

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

9

Project: F-[illegible]
Section: Necanicum Hwy. Junction
Highway: Oregon Coast
County: Clatsop
Contract No. 816[illegible]

[illegible]

Ventey

Contractor's activity on the project was initiated on May [illegible], 1975 by installing construction area signing. Grading and placing of the base rock was done under traffic on May [illegible]0, 1975 through June 17, 1975. The A. C. surfacing item had been subcontracted to a local supplier. The supplier was installing a new batch plant and was not able to pave before the allotted time for this project had elapsed. A substitute commercial A. C. mix was secured for and the intersection paved on July 1[illegible], 1975.

After the A. C. surfacing was completed, the project was cleaned up, guard rail was installed and the temporary signing removed. Work on the project was completed on July [illegible], 1975.

Before grading started on the project [illegible] that the initially intended waste area, located adjacent to the north side of the Necanicum Highway just east of the project intersection, was not within the R/W. A new waste area was offered by a local property owner. This was located just across the Oregon Coast Highway from the project intersection.

In general, work on the project was accomplished without difficulty and as provided for in the contract plans and specifications.

C. Anderson
C. Anderson
Resident Engineer

RECEIVED
SEP [illegible] 1975
Topping T
Scott
Swenson
R. Olson
Trout

we copy

REFERRED TO
Beard
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[✓ Watson] W
Hager
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

162

5

FORM 81 734 3001

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Necanicum Highway Junction		WEEK ENDING 7/[illegible]/75
		SECTION PREFIX 29-6502
	HIGHWAY Oregon Coast	COUNTY Tillamook
NAME OF JOB Necanicum Highway Junction	KIND OF WORK Grading and Paving	
CONTRACTOR C. G. Gredvig	CONTRACT NUMBER 8162	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 17, 1975	DATE WORK STARTED May 29, 1975	ESTIMATED COMPLETION DATE July 23, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 71
PROJECT AUTHORIZATION: $ 29,294.77	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 118
EXCLUSIVE OF ENGINEERING: $ 26,736.27	ENGINEERING AUTHORIZATION $ 2,558.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,736.27	ENGINEERING COST TO DATE $ 2,297	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED: July 23, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	--	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	600 cy	750 cy			300 ton
TOTAL QUANTITIES CORRECTED TO DATE	600	457			302 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	600	457			302
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Guardrail Punch, 1 Truck, Misc. hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		Contract work completed
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED
[illegible]
CONSTRUCTION SECTION

K 9

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity by contractor State Forces installing signs
TUESDAY	No activity by contractor State Forces installing signs & pavement striping
WEDNESDAY	Subcontractor installing guardrail & guide posts Contractor doing cleanup work & removing temporary signs Project work completed
THURSDAY	--
FRIDAY	--
SATURDAY	--

REMARKS

Work on project completed. Anticipate final inspection will be held next week.

SIGNED J. Bryan ASST. RES. ENGR. LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 26, 1975

FILE: 29-1303

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Frank Terpin
FINAL DESIGN ENGINEER

SUBJECT: Project Combination
Nehalem
Manhattan Beach Overlay
Hwy. 53 Junct. Improvement
Oregon Coast Highway

Our present plans are to stop the northerly end of the Nehalem River - Manhattan Beach Overlay project at the Wheeler railroad overcrossing structure, Oregon coast MP 46.63.

The Necanicum Highway (State No. 53) junction improvement project is at MP 46.55. It would be very practical to combine these two projects. In fact the overlay could be extended as far northerly as MP 46.68 (Gallagher Slough) which is at the southerly end of the presently contemplated Nehalem River bridge survey.

By a copy of this letter Resident Engineer Chet Anderson is instructed to so extend his overlay project. It is respectfully requested that you combine the intersection project, which is a bond improvement project, with the overlay project which was originally contemplated as a second or later year bond overlay project but which is now on the federal aid program.

GWW/db

cc: Jim Chaney
Chet Anderson

Lets not complicate jobs any more than necessary. Keep overlay-safety projects separate
FT

8163 Cherry Hgts. Rd. - 1975
Wright St. W. 10th
The Dalles (Structure) ■

CtA 4512 3-12-75
7-19-72

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 119814 T/FAU

61-734 1150

E	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
16-76	cc-1585		33-0602-299

ODE: THDALES
City of the Dalles
ATTN: Delbert Cesar, City Manager
City Hall
The Dalles, OR 97058

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION		QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS and Urban System Project T-M-5029(1) Cherry Heights Rd.-Wright St. Section West 10th Street City of the Dalles				
Contract No. 8163 Covered by Agreements dated 7-18-72 and 3-7-75				
CLR-DT File No. T-M-5029-1				
City's Advance Deposit	$19,800.00			
Amount Previously Transferred	17,800.00			$2,000.00
Balance				
City's Share per Attached Statement	$21,032.77			
Amount Previously Transferred	17,800.00			$3,232.77
AMOUNT DUE FROM CITY				$1,232.77

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of The Dalles
City Hall
The Dalles, Oregon 97058

Attention of Mr. Delbert Cesar
City Manager

Request No. (assigned by staff engineer or head of division) cc-1585

Date June 3, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS and Urban System Project T-M-5029(1)
Cherry Heights Rd.-Wright St. Section
West 10th Street
City of The Dalles

Contract No. 8163
Covered by Agreements Dated 7-18-72 and 3-7-75

Itemized Statement: CLR-DT File No. T-M-5029-1 Advance Deposit $19,800.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$19,800.00	
		Amount Previously Transferred	17,800.00	
		Balance		$ 2,000.00
		City's Share per Attached Statement	$21,032.77	
		Amount Previously Transferred	17,800.00	
				$ 3,232.77
		Amount Due From City		$ 1,232.77

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 19,800.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 17,800.00

Give the number of the last previous request in connection with this same service. cc-1511

Credit distribution:
33-0601-299 - $1,811.12
33-0602-299 $1,421.65

Submitted by: GEZ
Gary E. Zehner, Urban Program Engr.

Approved:
Division Engineer

Approved: [illegible]
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 3, 1976

CITY The Dalles **Contract No.** 8163 **Date Completed** 9-4-75

PROJECT # T-M-5029(1) **Section** Cherry Heights Rd.-Wright St.

PAYMENTS TO CONTRACTOR

ITEM		**TOTAL COST**
Preliminary Engineering		$ 9,919.69
Payments to Contractor		157,648.78
SFO No. 1, Place Riprap at abutments 1 and 2		634.54
Construction Engineering		13,043.10
Interest Paid to Contractor		53.37
	TOTAL COST	$181,299.48
Federal Funds Collected - TOPICS		61,293.00
" " " - Urban		78,720.50
	Balance	$41,285.98

Non-Participating Items:

Preliminary Engineering	$ 10.65
Construction Engineering	325.76
Interest Paid to Contractor	53.37
	$389.78

City's Share per Agreement Dated 7-18-72 and 3-7-75

50% of $41,285.98	= $20,642.99
100% of non-participating Items	= 389.78
	$21,032.77
City's Advance Deposit 4-23-75	19,800.00
Amount Due From City	$ 1,232.77

Reference: **Billing Form** cc-1585

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. TM-MT-5029(1) THE DALLES

VOUCHER PERIOD: FROM 1-17-72 TO 2-27-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. Topics $ 9,919.69	$ 9,909.04	63.66%	$ 6,308.09	$ 6,308.09	$ 0.00	
Gr. 1 Topics 70,526.15	70,322.18	78.19%	54,984.91	54,984.91 [illegible]	0.00	
Gr. 2 Urban 100,853.64	100,678.48	78.19%	78,720.50	78,720.50	0.00	
$181,299.48	$180,909.70		$140,013.50	$140,013.50	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Cheery Hgt's. Rd.-Wrights St. (The Dalles) Section					
	Wasco County					
	Preliminary Engineering					
	Type Code P.E.		All Required		$ [illegible]	
	Preliminary Engineering				[illegible]	
	Total Preliminary Engineering Cost					
	Construction					
	Type Code [illegible]					
	Mill Creek Bridge #16010 (Sta. 12+35 to Sta. 13+45)(Contr #8183)		Lump Sum		157,648.78	
	Final Contract Payment Summary		All Required		[illegible]	
SFO	#1 Place Rip Rap at Abutments 1&2					
	Construction Engineering		All Required		12,717.[illegible]	
	State				$180,9[illegible]	
	Total Participating Cost					
	Nonparticipating Items		All Required		[illegible]	
	Interest Paid to Contractor		All Required		325.76	
	Construction Engineering		All Required		10.66	
	Preliminary Engineering				$ [illegible]	
	Total Nonparticipating Cost					
	Total Cost				$181,299.48	
	Prepared based on costs shown on Federal Billing as of 4-15-76.					
	AMOUNT CARRIED FORWARD. . . .					

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-I

[illegible] FA PROJECTS.

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
I-80N-1(36)	SFO	626-1081	Sundial-Troutdale Interch.	22,022.40	5-28-76
I-80N-7(23)	7260	601-1067	Nelson Pt. RR Shoofly	202,956.59	"
RS-550(1)	8005	507-1042	McKay Cr. Br.	51,971.77	"
M-T-5029(1) T-M-5029(1)	8163	33-0601 33-0602	Cherry HQ's Rd - Wright St. (The Dalles)	140,013.50	"
T-5002(2)	7948	15-0605	Wightman St. - Walker Ave. (Ashland)	67,542.30	"
T-5012(3)	8115	17-0604	S.E. 7th @ "L" St. & N.E. 9th @ "F" St. (Grants Pass)	27,982.58	"
T-5016(1)	—	31-0601	City of LaGrande (Urban Area)	3,664.87	"
T-5017(4)	8140	22-0606	Santiam Hwy @ Milton St. (Lebanon)	26,238.09	"
T-5025(29)	8089	3-0612	Pacific Hwy E @ Gloucester St (Gladstone)	42,072.16	"
T-5028(3)	8031	24-0604	State St @ Broadway St. N.E (Salem)	98,997.11	"

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
F RAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 2/25/76	REPORT MADE BY D. B. Carter, Area Engr		PROJECT NO. TM-5029(1)
COMPLETION DATE 9-4-76	ACCEPTANCE DATE BY CONTRACT AGENCY 11/4/75	TIME ELAPSED $\frac{118}{150} = 79$ %	CONTRACT TIME 150 CWD
APPROVED EXTENSIONS None	LOCATION West 10th Street in the City of The Dalles, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 2 7 197
Washington

CHERRY HEIGHTS ROAD-WRIGHT STREET (THE DALLES) SECTION
WEST 10TH STREET
WASCO COUNTY
Structure

This project provided for the construction of a 110-foot reinforced concrete deck girder structure with a 44-foot horizontal clearance.

All contract work was completed on September 4, 1975 at which time 118 calendar days had been used. The contract provided 150 calendar days.

The final cost of the project including engineering was $172,164.11 which is $2,822.11 or 1.7 percent over the original project authorization of $169,342.00. The resident engineer's statement of overruns and underruns has been reviewed and is on file in the Division office.

All participating work on this project has been completed.

A final inspection of the project was held on September 4, 1975.

The project provided for the structure only. The City of The Dalles is presently constructing the approach roadwork so the structure can be placed in service.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original signed by K. Hossner	
TITLE Area Engineer	DATE 2/26/76	TITLE District Engineer	DATE FEB 2 7 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8163

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-1)

ALL — *To be completed by Washington Headquarters Personnel*: 2 – 4 | 5 – 8 | 9 – 12 | 13 – 15 | 16 – 18 | 19 – 22 | 23 – 24 | 25 – 27 | 28 – 30 | 31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon	COUNTY: Wasco	FEDERAL PROJECT NO.: T-M-5029(1)	URBAN ☒ RURAL ☐

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES			
20	FINAL CONSTRUCTION COST	DOL.		155,969
21	LENGTH OF PROJECT	MILES		0.021

DATE STARTED: April 28, 1975
DATE COMPLETED: September 4, 1975
TOTAL NO. BRIDGES: 1

PART B *(To be completed by contractor. See instructions on reverse.) REMARKS. Attach plain sheet of paper)*

ITEM			
30	LABOR	TOTAL MAN HOURS 2,046	GROSS EARNINGS 20,002

CARD	ITEM	DESCRIPTION	UNIT		QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		109,300
	9	PETROLEUM PRODUCTS	GAL.		2,300
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.		740
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	M FT.		30
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LBS.		85,000
	8	STRUCTURAL STEEL	LBS.		
	10	EXPLOSIVES	LBS.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		675
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON.		
	15 95	AGGREGATES PRODUCED	TON. CU. YD.		
CARD F	16	MISCELLANEOUS ITEMS			2,000
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		257
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52 | 53

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	[illegible] AND DRAIN TILE	
CARD L	25	[illegible] ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITION [illegible]
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway [illegible] tion projects financed with [illegible] funds.

Form PR-47 should be transmitted with [illegible] in advance [illegible] the Final Report required by Policy and Procedure Memorandum [illegible]

A separate form should be transmitted for each contract [illegible] data for two or more contracts on the same project may be [illegible] when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the [illegible] completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only [illegible] of material but the quantity of material should be reported when subsequently included in a construction project [illegible] only the **original** of Form PR-47 [illegible] and no carbon or **"fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, the data [illegible] combined with the Federal-aid data [illegible] form. Data for [illegible] subcontract should be combined by the [illegible] that for the prime contract [illegible] Quantities of State-furnished materials should [illegible] contract quantities and costs of State-furnished [illegible] added to Item 20 [illegible] Cost of All Materials and Supplies. **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar**

[illegible]

All figures [illegible] department and Federal Highway Administration [illegible] neers. The total [illegible] cuttings should be [illegible] reasonable [illegible] respect to [illegible] quantity of [illegible] concrete [illegible]

Average [illegible] and PT [illegible] FHWA [illegible] highway construction [illegible] February [illegible]

[illegible] the figures reported [illegible] sheet of paper [illegible] actually deducted [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4)

"Final Construction Cost" [illegible] contractor and State-furnished [illegible]

"Length of Project." - Report [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 - Report number of barrels of cement used [illegible] report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood but excluding timber [illegible] timber in fencing, guardrail, and signs, and lumber purchased for [illegible] previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report by size, regardless of class, type, gauge or coating, [illegible] corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing [illegible] precast units, except concrete pipe [illegible]

Item 8 - Report total number of pounds of structural steel, steel [illegible]

Item 9 - Report [illegible] gallons of all gasoline, diesel oil, [illegible] and trucks. For conversion [illegible] gallons.

Item 10 [illegible] exclusive of [illegible]

Item 11 [illegible] precast units, [illegible]

Item 12 [illegible]

Item 13 [illegible] regardless of class, type, gauge or coating, [illegible]

Item 14 [illegible]

Items 15 and 95 [illegible] of aggregates, such as sand, [illegible] contractor.

Item 16 [illegible]

Items 17, 18 and 19 [illegible]

Item 22 [illegible] project, [illegible] and the cost of [illegible] Cost of equipment, [illegible] included in [illegible]

Item 23 [illegible]

Item 24 [illegible]

Item 25 [illegible]

Item 26 [illegible]

Item 30 [illegible] earnings of all [illegible] operation [illegible]

---

*Quantities of steel, concrete and lumber used [illegible] in segregating such quantities from total [illegible] encountered

FORM PR-47 [illegible]

(MEMORANDUM) Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 2-27-76

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE **Oregon**

FEDERAL AID PROJECT NO. **TM-MT-5029(1)**

VOUCHER PERIOD: FROM **1-17-72** TO **2-27-76**

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
P.E. Topics $ 9,919.69	$ 9,909.04	63.66%	$ 6,308.09	$ 6,308.09	$ 0.00	
Gr. 1 Topics 70,526.15	70,322.18	78.19%	54,984.91	54,984.91	0.00	
Gr. 2 Urban 100,853.64	100,678.48	78.19%	78,720.50	78,720.50	0.00	
$181,299.48	$180,909.70		$140,013.50	$140,013.50	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Cheery Hgt's. Rd.-Wrights St.(The Dalles) Section					
	Wasco County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$ 9,909.04	
	Total Preliminary Engineering Cost				9,909.04	
	Construction					
	Type Code X021					
	Mill Creek Bridge #16010(Sta. 12+35 to Sta. 13+45)(Contr #8163)					
	Final Contract Payment Summary		Lump Sum		157,648.78	
SFO	#1 Place Rip Rap at Abutments 1&2		All Required		634.54	
	Construction Engineering					
	State		All Required		12,717.34	
	Total Participating Cost				$180,909.70	
	Nonparticipating Items					
	Interest Paid to Contractor		All Required		53.37	
	Construction Engineering		All Required		325.76	
	Preliminary Engineering		All Required		10.65	
	Total Nonparticipating Cost				$ 316.82	
	Total Cost				$181,299.48	
	Prepared based on costs shown on Federal Billing as of 4-15-76.					
	AMOUNT CARRIED FORWARD.					

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973–521-266/5023 3-I

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

PAYEE
Weaver Construction Co.
P.O. Box 5[illegible]
Union, OR 97883

VOUCHER DATE 12-12-75

TOTAL AMOUNT $2,314.26

WARRANT NUMBER 31348

CONTRACT NO. 3163

ESTIMATE NO. CPF

PERIOD COVERED: to 9/4/75

APPROVED: Tracer 1/2/76

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

Comm. Serv.
[illegible] 12/12/75

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________________
(IF FIRM OR CORP., STATE CAPACITY) ______________ that I have knowledge of the within described and attached claim; that the foregoing account is correct and just, that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

FORM 81-734-1020

____
(Signature)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY	WASCO
CONTRACT NO.	8163
ESTIMATE NO.	8
PREFIX NO'S.	
HIGHWAY	CITY STREET
FEDERAL AID PROJECT NO.	T-M 5029001 M-T 0529001
SECTION	CHERRY HTS RD-WRIGHT ST (THE DALLES)

FORM 81-734-1020

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P SHORING CRIBBING ETC		LUMP SUM	10000.0000	37.000	3700.00	3700.00	
001	2P SHORING CRIBBING ETC		LUMP SUM	10000.0000	63.000	6300.00	6300.00	
002	1P STRUCTURE EXCAVATION		CU YDS	9.0000	148.310	1334.79	1334.79	
002	2P STRUCTURE EXCAVATION		CU YDS	9.0000	252.540	2272.86	2272.86	
003	1P STRUCTURE EXC BELOW	ELEVATION SHOWN	CU YDS	10.0000	12.250	122.50	122.50	
003	2P STRUCTURE EXC BELOW	ELEVATION SHOWN	CU YDS	10.0000	20.860	208.60	208.60	
004	1P SPECIAL WALL BACKFILL		CU YDS	6.0000	270.290	1621.74	1621.74	
004	2P SPECIAL WALL BACKFILL		CU YDS	6.0000	460.210	2761.26	2761.26	
005	1P STRUCTURAL CONCRETE	CLASS 3300 PA 1	LUMP SUM	38000.0000	37.000	14060.00	14060.00	
005	2P STRUCTURAL CONCRETE	CLASS 3300 PA 1	LUMP SUM	38000.0000	63.000	23940.00	23940.00	
006	1P STRUCTURAL CONCRETE	CLASS 4000	LUMP SUM	18000.0000	37.000	6660.00	6660.00	
006	2P STRUCTURAL CONCRETE	CLASS 4000	LUMP SUM	18000.0000	63.000	11340.00	11340.00	
007	1P 110'/115' BULB TEE PRE	STRESSED BEAMS	ONLY	6000.0000	3.000	18000.00	18000.00	
007	2P 110'/115' BULB TEE PRE	STRESSED BEAMS	ONLY	6000.0000	5.000	30000.00	30000.00	
008	1P REINFORCEMENT	PA 1	LUMP SUM	19000.0000	37.000	7030.00	7030.00	
008	2P REINFORCEMENT	PA 1	LUMP SUM	19000.0000	63.000	11970.00	11970.00	
009	1P THREE TUBE METAL RAILING		LIN FT	35.0000	95.201	3332.04	3332.04	
009	2P THREE TUBE METAL RAILING		LIN FT	35.0000	162.099	5673.47	5673.47	
	PRICE AGREEMENT ITEMS							
30101	1P ADDITIONAL CONC	BI 5	CU YD	138.1800	2.430	335.78	335.78	
30101	2P ADDITIONAL CONC	BI 5	CU YD	138.1800	4.130	570.68	570.68	
30102	1P ADDITIONAL REINF	BI 8	LB	.2800	346.780	97.10	97.10	
30102	2P ADDITIONAL REINF	BI 8	LB	.2800	590.470	165.33	165.33	
30103	1P ADDITIONAL LABOR	& EQUIP	LUMP SUM	681.7700	37.000	252.25	252.25	
30103	2P ADDITIONAL LABOR	& EQUIP	LUMP SUM	681.7700	63.000	429.52	429.52	
30201	1P INSTALL ADDIT'L UTILITY	HOLES	LUMP SUM	212.8100	37.000	78.74	78.74	
30201	2P INSTALL ADDIT'L UTILITY	HOLES	LUMP SUM	212.8100	63.000	134.07	134.07	
30301	1P CL 3300 CONCRETE		CU YD	138.1800	15.350	2121.06		2121.06
30302	1P REINFORCEMENT		LB	.2800	690.000	193.20		193.20

DATE				
PREVIOUS VOUCHER NO. 12 11 75 86 01 8163	TOTAL CONTRACT ITEMS			
CHECKED BY:	% RETAINED ON CONTRACT ITEMS			
ENGINEER OR AUDITOR	FORCE ACCOUNT			
	TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 8163

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

PREFIX NO's.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
801	FORCE ACCOUNT ITEMS 2P PLACE CL 700 RIP-RAP AT BENTS #182				2943.79	2943.79	
		Type Code X021	"P" Constr. Cost $ 157,648.78		Total Cost $ 157,648.78		

GROSS RETAINAGE

TREASURER DEPOSIT

$ NET RETAINAGE

DATE
12 11 75 PG. 02 8163

PREVIOUS VOUCHER NO.
23773

CHECKED BY:
pgo/dj

ENGINEER OR AUDITOR
N. Oliva

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	154704.99	152390.73	2314.26
- % RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	2943.79	2943.79	
TOTAL PAYMENTS	157,648.78	155,334.52	2,314.25

December 22, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $2,314.26 will be made to Weaver Construction Company on Contract No. 8163 for work on Cherry Heights Road-Wright Street in The Dalles in Wasco County as soon as the warrant is prepared.

The total amount paid on this contract will be $157,648.78 including the post-final payment. Of the total $2,943.79 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Weaver Construction Co.
P. O. Box 588
Union, OR 97883

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

1

November 10, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On November 7, 1975, we wrote to you concerning release of final payment on Contract No. 8163 awarded to Weaver Construction Co. for work on Cherry Heights Road-Wright Street (The Dalles) Section in Wasco County.

Final payment on this contract is $7,624.16 and the total contract amount is $155,334.52 including $2,943.79 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Weaver Construction Co.
PO Box 588
Union, OR 97883

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8 ' 6 :

1

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cherry Hts. Rd. Wright St. (The Dalles)

WEEK ENDING: October 4, 1975

SECTION PREFIX: 33-0602

HIGHWAY: City Street

COUNTY: Wasco

NAME OF JOB: Cherry Hts. Rd. Wright St. (The Dalles)

KIND OF WORK: Structure

CONTRACTOR: Weaver Construction Company

CONTRACT NUMBER: 8163

FEDERAL AID PROJECT NUMBER: T-U-5029

DATE OF CONTRACT: April 17,1975

DATE WORK STARTED: April 28, 1975

ESTIMATED COMPLETION DATE: October 6, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 118

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 118/150 =78.6

PROJECT AUTHORIZATION: $ 169,342.00

EXCLUSIVE OF ENGINEERING: $ 155,914.00

ENGINEERING AUTHORIZATION: $ 13,438.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 154,971.28

0.00

ENGINEERING COST TO DATE: $ 13,883.04

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 0.6 %

PERCENT OF AUTHORIZATION: 103.%

DATE PROJECT WAS COMPLETED: September 4, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16010							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Fair and Warm			
MONDAY 29	Fair and Warm			
TUESDAY 30	Fair and Warm			
WEDNESDAY 1	Fair and Warm			
THURSDAY 2	Fair and Warm			
FRIDAY 3	Fair and Warm			
SATURDAY 4				

Routing
RECEIVED
Keasey
Bond
Jackmond
Harwood
OCT 6 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No activity all week
MONDAY 29	
TUESDAY 30	
WEDNESDAY 1	
THURSDAY 2	
FRIDAY 3	
SATURDAY 4	

REMARKS

Job Status: The project is complete. The semi-final will be submitted approximately October 17, 1975.

Next Week:

Shortages:

SIGNED Norman L. Oliva
Norman L. Oliva, Resident Engineer
LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No activity all week
MONDAY 29	
TUESDAY 30	
WEDNESDAY 1	
THURSDAY 2	
FRIDAY 3	
SATURDAY 4	

REMARKS

Job Status: The project is complete. The semi-final will be submitted approximately October 17, 1975.

Next Week:

Shortages:

SIGNED Norman L. Oliva
Norman L. Oliva, Resident Engineer LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of The Dalles
City Hall
The Dalles, Oregon 97058

Attention of Mr. Delbert Cesar, Manager

Request No. (assigned by staff engineer or head of division) CC 1511

Date July 24, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS and Urban System Project T-M-5029(1)
Mill Creek Bridge Section
West Tenth Street
City of The Dalles

Itemized Statement:

Advance Deposit $19,800.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for subject project.		
		Contract No. 8163		
		Amount to be transferred		$17,800.00
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $19,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

33-0602-299

Submitted by:

Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8163

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Cherry Hts. Rd. - Wright St. (The Dalles) Date June 5, 19 75

Highway City Street F.A.P. No. T-U-5029(1)

County Wasco Prefix 33-0602 Account No.

Description of Work To Be Done:

The City of The Dalles is to furnish & haul rip-rap to project. est. 200 c.y.

Approval Recommended as of 6-6-75

Location by Station Numbers:

Bent No. 2 station 13+40 ±.

APPROVED EFFECTIVE DATE 6/6/75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE Dist. Engineer
DATE 6/24/75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Equipment	= $308.00
Labor	= $199.04
Rip-Rap Royalty Charge	= $100.00
	$607.04

Explanation: Rip-rap is to be placed at abutments 1 & 2 by the contractor & the city of The Dalles has agreed to furnish the rip-rap to the project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$169,342.00
Present estimate of project cost, including $607.04 for work under this order	$169,342.00
Expected under-run / over-run (amount)	$0
Expected under-run / over-run (per cent)	0

Submitted by: Norman L. Oliver
Norman L. Oliver, Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: for Regional Engineer

Approved: Construction Engineer

[illegible]

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 29, 1975

Mr. John B. Thomas
City Clerk and Treasurer
City Hall
The Dalles, Oregon 97058

Dear Mr. Thomas:

Thank you for your letter of May 23, 1975 regarding the cost of easements for the Mill Creek Bridge project T-M-5029(1) on West Tenth Street in The Dalles.

Securing easements is a right-of-way matter and the TOPICS agreement dated July 18, 1972, states that the city shall acquire all necessary right-of-way for the project at its sole cost. Federal participation in this project is limited to the actual construction of the bridge which only includes payments to the contractor and engineering services directly associated with his activities. We therefore cannot honor your request.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

RU:scr

bc: E. S. Hunter
C. M. Williams, Region 4 Engineer

RECEIVED
MAY 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3123

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

OFFICE OF CITY CLERK-TREASURER (503) 296-5481

May 23, 1975

Mr. Richard Unrein
Urban Engineer
County-City Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS and FAUS Project T-M-5029 (1)
Mill Creek Bridge Section
West Tenth Street, FAU 4020

Dear Mr. Unrein:

The cost for the options for temporary easements during the time of the construction of the Mill Creek Bridge on West 10th Street, here in The Dalles, need to be paid and they are listed as follows:

(1)	Melvin E. Olmstead and Kathryn Olmstead 1021 W. 10th Street, The Dalles, Oregon	$1,650.00
(2)	The Society of the Sisters of the Holy Names of Jesus and Mary, 1112 Cherry Heights Road The Dalles, Oregon	100.00
(3)	Roman Catholic Bishop of the Diocese of Baker, Rev. William S. Stone, Church of St. Peter	50.00
(4)	Argonaut Realty, Division of General Motors Corp. 485 W. Milwaukee Avenue, Detroit, Michigan 48202 (Prev. paid by City of The Dalles) [illegible]	150.00

As these are for the construction of the bridge and the City of The Dalles, Oregon has previously paid to the State of Oregon their share of the contract, therefore, we feel it is up to the state to pay the above options for temporary easements.

Sincerely,
CITY OF THE DALLES

John B Thomas
John B. Thomas
City Clerk - Treasurer

JBT/js
cc Del Cesar, City Manager
Vern Tenneson, City Engineer

Unrein
Discuss pe
H

RECEIVED
COUNTY & CITY SECTION
☑ ENGR. ☐ COOR. ☑ OE ☐ AB ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

R

MONTHLY TRANSACTION NUMBER 5-50	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Wasco
MODIFICATION NUMBER 2	*(PPM 21-7)* 15	PROJECT NUMBER T-M-5029(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 1, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,000	$ 174,620*
Federal Funds	$ 4,400	$ 135,461*

Other revisions

	Total Cost	Federal Funds
Topics	$79,507	$61,093
Urban	95,113	74,368

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of May, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-Aid Project
No. T-M-5029(1)

CHERRY HTS. RD.-WRIGHTS ST. (THE DALLES) SECTION

THE DALLES W-10th STREET IN WASCO COUNTY

Salem, Oregon, April 25, 1975

Project Agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 10,500.00

Type Code X021
Mill Creek Bridge #16010 (Sta. 12+35 to Sta. 13+45)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structure Excavation	250 cu.yd.	9.00	2,250.00
Structure Excavation below Elevation Shown	25 cu.yd.	10.00	250.00
Special Wall Backfill	750 cu.yd.	6.00	4,500.00
Structural Concrete, Class 3300 (130 cu.yd.)	All Required		38,000.00
Structural Concrete, Class 4000 (275 cu.yd.)	All Required		18,000.00
110'/115' Bulb Tee Prestressed Beams	8 only	6,000.00	48,000.00
Reinforcement (67,000 lbs.)	All Required		19,000.00
Three Tube Metal Railing	260 lin.ft.	35.00	9,100.00
			$ 149,100.00

Anticipated Items

Temporary Erosion Control	All Required		$ 100.00
	Sub-total		$ 149,200.00
	Engineering		14,920.00
	Total		$ 164,120.00

Length of Structure - - - - - 0.021 mile

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering (T)	63.56	$ 7,000.00	$ 4,400.00	$ 1,300.00	$ 1,300.00
Preliminary Engineering (T)	78.19	3,500.00	2,736.00	382.00	382.00
Bridge (T)	78.19	69,007.00	53,957.00	7,525.00	7,525.00
Bridge (U)	78.19	95,113.00	74,368.00	10,372.50	10,372.50
Total		$174,620.00	$135,461.00	$19,579.50	$19,579.50

T = Topics Funds
U = Urban System Funds

T - Group 1 - 37%
U - Group 2 - 63%
Contract No. 8163
Prefix No. 33-0602
Prefix No. 33-0601 P.E.

R

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE April 24, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 10 and 24 Bid Lettings

Bids were taken April 10 and 24 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

April 10 Bid Letting

1. Gellately Summit-Wren

   Corvallis-Newport Highway, Benton County

   Grade and pave project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Douglas County Line-Hauser

   Oregon Coast Highway, Coos County

   Paving project

   Same as No. 1.

3. M.P. 22 - M.P. 2.8

   Salem-Dayton Highway, Yamhill County

Grade and pave project

Same as No. 1.

4. Succor Creek and Cow Creek Bridges

I.O.N. Highway, Malheur County

Structures project

Same as No. 1.

5. Cherry Heights Road-Wright Street (The Dalles)

The Dalles City Street, Wasco County

Structure project

Five-foot sidewalks will be provided on the structure

6. Jacksonville-Medford Bikeway

Jacksonville Highway, Jackson County

Grade and pave project

Class III bike lanes will be provided throughout the project

7. Necanicum Highway Junction

Oregon Coast Highway, Tillamook County

Grade, pave and sign project

Same as No. 1.

8. Elk Creek Bridge

McKenzie Highway, Lane County

Grade, pave and structure project

Same as No. 1.

9. Ford Lane-The Dalles-California Highway

Culver Highway, Jefferson County

Grade and pave project

Same as No. 1

April 24 Bid Letting

1. Pacific Highway East U'xing-N. Columbia Blvd.

Pacific Highway, Multnomah County

Grade, pave, sign and illumination

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use." Nonmotorized vehicles are prohibited south of the Delta Park Interchange.

2. Fountain Slide

Columbia River Highway, Hood River County

Road restoration and warning system project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. SW Canterbury Lane-Tualatin River

Pacific Highway West, Washington County

Grade, pave and signals project

Same as No. 2.

4. Oregon City-New Era

   Pacific Highway East, Clackamas County

   Grade and pave project

   Same as No. 2.

5. Vale-Cairo Junction

   Central Oregon Highway, Malheur County

   Grade and pave project

   Same as No. 2

6. Oak Crest Farm

   Salem-Dayton Highway, Polk County

   Grade and pave project

   Same as No. 2.

7. N. Unit, Richmond Jct-Girds Creek Road

   Service Creek-Mitchell Highway, Wheeler County

   Grade, oiling and structures project

   Same as No. 2.

8. NW Park Avenue-NW 2nd Avenue (Portland)

   W. Burnside Street, Multnomah County

   Grade, pave, signal and landscape project

   Same as No. 2.

9. Orchard Drive-Washington Street (Dallas)

   Kings Valley Highway, Polk County

   Grade, pave and flasher project

   Same as No. 2.

10. North Fork Walla Walla River Bridge

    FAS 30-115, Umatilla County

    Structure project

    Same as No. 2

11. Astoria Area Safety Projects

    3 Highways, Clatsop County

    Signing and illumination project

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Portland Area Signal Projects

    City Streets, Multnomah County

    Signals project

    Same as No. 11.

13. Catherine Creek

    La Grande-Baker Highway, Union County

    Grade and pave project

    Same as No. 2.

14. Oregon Coast Highway at W. Devils Lake Road

    Oregon Coast Highway, Lincoln County

    Grade and pave project

    Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge.

15. Veneta-Middle Fork Coyote Creek

    Florence-Eugene Highway, Lane County

    Grade and pave project

    Same as No. 14.

16. Fossil Section

    Shaniko-Fossil Highway, Wheeler County

    Rock production project

    Same as No. 11.

17. Richland Section

    Baker-Copperfield Highway, Baker County

    Rock production project

    Same as No. 11

18. Bullards Bridge

    Oregon Coast Highway, Coos County

    Maintenance painting project

    Same as No. 11

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc dpy

cc: R/W
Const.
DESIGN
REGION 4

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-M-5029(1)

Project Name Mill Creek Bridge Section
West 10th Street, FAU 4020

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

The Dalles, Oregon,

this 3rd day of April, 1975.

City of The Dalles

Darrell J. Smith

Mayor

~~Recorder~~ Clerk

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

R/W File No.

I
FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
April 2, 1975

FILE: TRA 13

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Tenth Street Bridge Project
The Dalles

TO: MEMO TO THE FILES

Received a call from Don Harwell today (April 1) concerning this project. The ROW Certificates have still not been filed. They must be received by April 10, or the contract can't be let. We will delay 30 days only, then pull the project. I called Jerry Taylor, Administrative Assistant for The Dalles, and informed him of the above facts. He said he would talk to Vern Tenneson (Engineer) and Del Cesar (City Manager) and find out where the problem was. I made it quite clear that there was a very real possibility that they would lose this project. They have certainly had adequate time and notification - they have had letters and visits from Hawkins, Harwell, Brainerd, and myself, dating back to early last Fall.

DSF:pw

cc: Don Harwell
Dick Hawkins

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Sent to Tenneson
4-2-75

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-M-5029(1)

Project Name Mill Cr. Bridge Section
West 10th Street FAU 4020

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________________, Oregon,

this __________ day of ________________, 19____.

City of THE DALLES

____
Mayor

____
Recorder

R/W File No. ________

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-26-75

FEDERAL AID PROJECT NO. T-M-5029(1)

STATE PROJECT NO. CHERRY HEIGHTS ROAD - WRIGHTS STREET

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. M-25 & T-68

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG
MAR 28 '75
REFER TO Hunter
FOR

Info	Inves	R/D	D.R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 19,1975	MARCH 19, 1975	STATE ROUTE NUMBER

GENERAL LOCATION:

THE DALLES, OREGON

GENERAL DESCRIPTION OF WORK:

CONSTRUCT ONE BRIDGE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S MARCH 17, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-26-75		DIVISION ENGINEER

NOTED
D E SWAN

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

16.2

March 12, 1975

City of The Dalles
City Hall
The Dalles, OR 97058

Attention: John Thomas
City Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4[illegible]

Gentlemen:

Attached for your records is a fully executed copy of a supplemental urban system project agreement covering the Mill Creek Bridge Section of West 10th Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.

Budget Bureau No. 41-R2068; Approval Expires

U.S. DEPARTMENT O
BUREAU OF P

MONTHLY TRANSACTION NO. 3-40

DATE SUBMITTED TO U.O. MAR 10 1975

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APP COD
2	8	City St. W. 10th Street (The Dalles)	ADT	-	6,000	92	10	Oregon	41	07 W32

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E., 1 Bridge								T-	5029(1)

CARD	CLASS OF FEDERAL FUNDS		COUNTY NAME		
4	Topics and Urban System		Wasco		
	NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
	The Dalles	Urban System	U	4020	City St.

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER PROPOSED W
1	(14-)	30	41	42	43-46	50					(54) (58)	(59) (66)	(67) (70)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 0.02	7,000 192,000	4,400 56,693	1,300(City) 1,300 19,049(City) 16,258	P.E. all phases bridge, length 44' with 5' sid
										PROJECT TOTAL	0.02	199,000	61,093	37,907	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	68	T-M-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 (0.02) 0.02	11,000 (185,300) 69,195	6,990 (144,885) 54,103	2,005(City) 2,005 7,546(City) 7,546	P.E. all phases bridge, length 44' with 5' sid
										PROJECT TOTAL	0.02	80,195	61,093	19,102	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

3-10-75

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

3-40

MAR 10 1975

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) City St. W. 10th Street (The Dalles)	ADT	-	FUTURE 6,000	YEAR 92	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 077 W32	ITEM NO. 68

OSED WORK (35 spaces) ridge	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S) T-	NUMBER-AGR. NO. 5029(1)	POST MI.	DESIG.

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

UNDS: Topics and Urban System

COUNTY NAME: Wasco — CODE: 065

The Dalles — F.A. SYSTEM: Urban System — RTE NO.: U — FEDERAL AID: 4020 — STATE: City St. — U.S.: - -

ORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
E OW ONST		ITEM AS NOW PRO-GRAMED Stage 2	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 0.02	7,000 192,000	4,400 56,693	1,300(City) 1,300 19,049(City) 16,258	P.E. all phases; 1 RCDG bridge, length 110' H.C. 44' with 5' sidewalks.
					PROJECT TOTAL	0.02	199,000	61,093	37,907	
E OW ONST		RE-QUESTED REVISION Stage 2	68	T-M-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 (0.02) 0.02	11,000 (185,300) 69,195	6,990 (144,885) 54,103	2,005(City) 2,005 7,546(City) 7,546	P.E. all phases; 1 RCDG bridge, length 110', H.C. 44' with 5' sidewalks.
					PROJECT TOTAL	0.02	80,195	61,093	19,102	

as been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BUREA

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2: REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | FUTURE YEAR (66) (70)(71) (72) | REGION (74) (75) | STATE NAME | STAT CODE (2)

CARD 3: CHARACTER OF PROPOSED WORK (35 spaces) 28 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75 | PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. NO. 7

CARD 4: CLASS OF FEDERAL FUNDS [1] | COUNTY NAME

NAME OF URBAN AREA 17-31 | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32) (36)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARA PROPO
1	(1)(8)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (74)		
5					PE ROW CONST		Re-quested Revi-sion Stage 2	25	M-T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(0.02) (0.02) 0.02	(11,000) (185,300) 116,105	(6,990) (144,885) 90,782	 12,662(City) 12,661	P.E. all pha bridge, leng 44' with 5'
										PROJECT TOTAL	0.02	116,105	90,782	25,323	
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (31)		
										PROJECT TOTAL					

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

1: COLUMN 10 ⟶ CODE 11 | CODE 2

REASON FOR CHANGE:

-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
January 17, 1972

OTHER: February 1, 1973
May 2, 1974
May 10, 1974
June 24, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 4, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21.1 AND 22-1)

O.

FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(66)	(70)(71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)

PROJECT LOCATION (45 typewriter spaces) 65 — ADT

(20) 21

FOR MISCELLANEOUS FUNDS ONLY

ROPOSED WORK (35 spaces) 62 | NATL. FOREST (63) (65) | FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. NO. 7 13

I PROJECTS ONLY: POST MI. MI. (24) (26) | DESIG. 27

COUNTY NAME | CODE 14 16

L FUNDS [1]

RTE NO. | FEDERAL AID: STATE (32) (36) | U.S. (37) (41)

AREA | F.A. SYSTEM

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
PE		Re-quested Revi-sion Stage 2	25	M-T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(0.02)	(11,000)	(6,990)		P.E. all phases; 1 RCDG bridge, length 110', H.C. 44' with 5' sidewalks
ROW						(0.02)	(185,300)	(144,885)	12,662(City)	
CONST						0.02	116,105	90,782	12,661	
					PROJECT TOTAL	0.02	116,105	90,782	25,323	
PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
					PROJECT TOTAL					

PR-9 has been submitted Yes ☐
7 days.
CODE 11

PROJECT WITHDRAWN YES ☐
CODE 2

REASON FOR CHANGE:

-over-

itting into two or more projects. Prepare a form PR-1 for all
s resulting from such action.

PROVAL:
y 17, 1972
ry 1, 1973
1974
, 1974
4, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 4, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48005-P61

CHERRY HEIGHTS RD.-WRIGHTS ST. (THE DALLES) SECTION

PROJECT NO. T-M-5029(1)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To change the "Project Cost" to reflect the latest cost estimate.

D. This action has been requested by the City of The Dalles and approved by the Oregon Transportation Commission on February 26, 1975.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 3-26

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	3-7-75
BY (Signature)	MR. RULIEN'S MARCH 4, 1975 LETTER
TITLE	PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 25 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
5	M-T-5029(1)	0.02	116,105	90,782	CHERRY HEIGHTS ROAD - WRIGHTS STREET SECTION (THE DALLES)	CONSTRUCT ONE REINFORCED CONCRETE STRUCTURE.

REMARKS (Division)

STATE HWY

MAR 11 '75

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-7-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

1162

R

March 4, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. T-M-5029(1) to add necessary prefix letter "T" to jointly finance the construction portion of the initial project with both Topics and Urban System funds.

Enclosures

CL:js

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO. 3:26

DATE SUBMITTED TO W.O. [illegible] 1975

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 4, 1975

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St. W. 10th Street (The Dalles) 65	**ADT**	PRESENT - -	FUTURE (66) 6,000 (70)	YEAR (71) 92 (72)	REGION 10	STATE NAME Oregon

STATE CODE (2) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 23 P.E. 1 Bridge 62	NATL. FOREST (63) (65)				EMERG. YR. 13 4 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 M-T 28 · NUMBER 7 5029 · SEQ. NO (1)

COUNTY NAME Wasco CODE 065 (14) (16)

CARD

CLASS OF FEDERAL FUNDS Urban System

ROUTE NO. T U · FEDERAL-AID 4020 (82) · STATE City St. (86) (87) · U.S. - - (41)

NAME OF URBAN AREA The Dalles

17-21

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(0.02)	(11,000)	(6,990)			P.E. 1 RCO 110 5' s
5					**ROW**								
5	3:			3	**CONST** (CODE) X081	3	"Cherry Heights Rd.-Wrights St. (The Dalles) Section"	(0.02) 0.02	(185,300) 116,105	*(144,885) 90,782	12,661	12,662	ROW Acce Park none
							PROJECT TOTALS	0.02	116,105 (16) (23)	90,782 (24) (33)	12,661	12,662	

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

-75

REMARKS The construction portion of
jointly financed using Topics and Urban System funds. Based on mor
which Topics funds are firm, any additional cost over and above wi
with Urban System funds.

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USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-26

MAR 1975

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 4, 1975

ADT	PRESENT - -	FUTURE 6,000	YEAR 92	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 25

PROJECT LOCATION (45 typewriter spaces)
City St. W. 10th Street (The Dalles)

OPOSED WORK (35 typewriter Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	HA CLASSIF.	UA AREA	EMERG. YR. 13 4	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
M-T	5029	(1)		

L FUNDS: Urban System

COUNTY NAME: Wasco

CODE: 065

PROGRAM STAGE: ☐ 1 OR ☒ 2

REA: The Dalles

ROUTE NO.	FEDERAL-AID	STATE	U.S.
T U	4020	City St.	- -

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(0.02)	(11,000)	(6,990)			P.E. all phases; 1 RCDG bridge length 110', H.C. 44' with 5' sidewalks
ROW								
CONST (CODE) X081		"Cherry Heights Rd.-Wrights St. (The Dalles) Section"	(0.02) 0.02	(185,300) 116,105	(144,885) 90,782	12,661	12,662	ROW - 60' normal Access Control-none Parking Restrictions-none.
3	3	PROJECT TOTALS	0.02	116,105	90,782	12,661	12,662	

EPARED BY

OGRAM APPROVAL DATES
75

REMARKS The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

(over)

USCOMM DUBC COMM-DC 40905-P61

CHERRY HEIGHTS RD.-WRIGHTS ST. (THE DALLES) SECTION

PROJECT NO. M-T-5029(1)

Existing Facility: None. Dedicated street with 60' right-of-way.

Adjacent Facilities: The City of The Dalles is constructing the roadway and approaches to a 44' paved curb-to-curb section with 5' sidewalks.

Project Data: The project consists of preliminary engineering, all phases, construct reinforced concrete bulb tee prestressed beam bridge over Mill Creek, length 110', H.C. 44' and 5' sidewalks on each side.

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

System Action: Urban System approved by FHWA December 23, 1974.

Public Hearing: Held December 17, 1973. Certification as required by Section 128 "Public Hearings" of Title 23 U.S.C. was submitted March 28, 1974 under Project T-5029(1).

A-95 Review: Exempt from State Clearinghouse review under working agreement dated April 28, 1970. District 9 Clearinghouse letter of approval dated December 15, 1971 previously submitted on Project T-5029(1).

Design Approval: Design approval given by FHWA May 2, 1974.

FHPM 7-7-2 Requirements: Negative environmental declaration approved by FHWA January 20, 1972.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction

Topics Funds - - - - - - - - - - - - - - - - -	37%
Urban System Funds - - - - - - - - - - - - - -	63%

Note: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2068; Approval Expires Febru

U.S. DEPARTMENT OF COM
BUREAU OF PUBLIC

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE
2		City St. W. 10th Street (The Dalles)		-	6,000	92	10	Oregon	41	077 W32

CARD	CHARACTER OF PROPOSED WORK *(35 spaces)*	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.
3	P.E., 1 Bridge								T-	5029(1)	

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD						
4	CLASS OF FEDERAL FUNDS [1] Topics and Urban System		COUNTY NAME Wasco			
4	NAME OF URBAN AREA The Dalles	F.A. SYSTEM Urban System	RTE NO. U	FEDERAL AID 4020	STATE City St.	U.S. -

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	EL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 0.02	7,000 192,000	4,400 56,693	1,300(City) 1,300 19,049(City) 16,258	P.E. all phases; 1 bridge, length 110' 44' with 5' sidewa
										PROJECT TOTAL	0.02	199,000	61,093	37,907	
5					PE ROW CONST		REQUESTED REVISION Stage 2	68	T-M-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 (0.02) 0.02	11,000 (185,300) 69,195	6,990 (144,885) 54,103	2,005(City) 2,005 7,546(City) 7,546	P.E. all phases; 1 bridge, length 110 44' with 5' sidewa
										PROJECT TOTAL	0.02	80,195	61,093	19,102	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

FORM PR-9
(REV. 6-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) City St. W. 10th Street (The Dalles)	ADT -	FUTURE 6,000	YEAR 92	REGION 10	STATE NAME Oregon
STATE CODE 41	APPN. CODE 077 W32	ITEM NO. 68			

OSED WORK (35 spaces): ridge

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO: | SUPV AGCY: | DA CLASSIF.: | DA AREA: | EMERG. YR.: | PL AUTH YR:

PROJECT NUMBER: PREFIX LETTER(S): T- | NUMBER-AGR. NO.: 5029(1)

I PROJECTS ONLY: POST MI. MI.: | DESIG.: -

Topics and Urban System

COUNTY NAME: Wasco

The Dalles

F.A. SYSTEM: Urban System

RTE NO.: U | FEDERAL AID: 4020 | STATE: City St. | U.S.: - - | CODE: 065

RK PE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ST		ITEM AS NOW PRO-GRAMED Stage 2	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 0.02	7,000 192,000	4,400 56,693	1,300(City) 1,300 19,049(City) 16,258	P.E. all phases; 1 RCDG bridge, length 110' H.C. 44' with 5' sidewalks.
					PROJECT TOTAL	0.02	199,000	61,093	37,907	
ST		RE-QUESTED REVISION Stage 2	68	T-M-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 (0.02) 0.02	11,000 (185,300) 69,195	6,990 (144,885) 54,103	2,005(City) 2,005 7,546(City) 7,546	P.E. all phases; 1 RCDG bridge, length 110', H.C. 44' with 5' sidewalks.
					PROJECT TOTAL	0.02	80,195	61,093	19,102	

en submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires Fe

U.S. DEPARTMENT OF C
BUREAU OF PU

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 6-61)
DATE SUBMITTED TO W.O.	

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65			FUTURE YEAR (66) (70)(71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (1) (3)	APPN. CODE 4
2			ADT						

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. (24) (26
3											

FOR MISCELLANEOUS FUNDS ONLY

I PRO

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME			
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36)(37)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER (PROPOSED WOR
1	(11-)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE		Re-quested Revi-sion Stage 2	25	M-T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(0.02)	(11,000)	(6,990)		P.E. all phases; 1 bridge, length 11 44' with 5' sidew
					ROW						(0.02)	(185,300)	(144,885)	12,662(City)	
					CONST						0.02	116,105	90,782	12,661	
										PROJECT TOTAL	0.02	116,105	90,782	25,323	
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
January 17, 1972	DATE March 4, 1975	DATE	DATE
OTHER: February 1, 1973 May 2, 1974 May 10, 1974 June 24, 1974	SIGNATURE Project Management Engineer	SIGNATURE TITLE	SIGNATURE TITLE Engineering Coordinat

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCO

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ECT LOCATION (45 typewriter spaces) 65	ADT		FUTURE (66) (70) YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

PROJECT NUMBER

WORK (35 spaces) 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

FOR MISCELLANEOUS FUNDS ONLY

I. PROJECTS ONLY

COUNTY NAME

CODE 14 16

F.A. SYSTEM

RTE NO.

FEDERAL AID

STATE (32) (36)

U.S. (37) (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
58	Re-quested Revi-sion Stage 2	25	M-T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(0.02)	(11,000)	(6,990)		P.E. all phases; 1 RCDG bridge, length 110', H.C. 44' with 5' sidewalks
					(0.02)	(185,300)	(144,885)	12,662(City)	
					0.02	116,105	90,782	12,661	
				PROJECT TOTAL	0.02	116,105	90,782	25,323	
	RE-QUESTED REVISION					(16) (23)	(24) (33)		
				PROJECT TOTAL					

een submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-over-

wo or more projects. Prepare a form PR-1 for all
om such action.

72

73

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 4, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE Engineering Coordinator

one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48088-P61

M ARE OBSOLETE AFTER 7-1-61

CHERRY HEIGHTS RD.-WRIGHTS ST. (THE DALLES) SECTION

PROJECT NO. T-M-5029(1)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To change the "Project Cost" to reflect the latest cost estimate.

D. This action has been requested by the City of The Dalles and approved by the Oregon Transportation Commission on February 26, 1975.

T/FAU

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F.B.Klaboe
Administrator of Highways

March 3, 1975

The Honorable Donnell Smith
Mayor, City of The Dalles
City Hall
The Dalles, Oregon, 97058

Dear Mayor Smith:

On February 26, 1975, the Oregon State Transportation Commission officially approved a proposed Urban System project for The Dalles - The Mill Creek Bridge Section of West Tenth Street. The Urban System funds allocated will augment the insufficient TOPICS funds available in order to bring the project to contract.

It should be noted that there is one item that impedes further progress on this project. The Right-of-Way certificates required for this project still have not been received by this office The Dalles' City Engineer previously indicated to our District Engineer that these would be completed prior to Christmas (1974). Any assistance that you can offer in this matter would be appreciated.

Yours very truly,

David S. Fenton,
Regional Federal Aid Engineer

DSF:pw

Hopkins
Harwell
Holmes ✓
Prange
Unrein ✓

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MAR - 4 1975
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CITY
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Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058
(503) 296-5481

OFFICE OF CITY MANAGER

February 20, 1975

Mr. David S. Fenton
Regional Federal Aid Engineer
P. O. Box 1249
Bend, Oregon 97701

Re: FAUS 4020
Mill Creek Bridge Section
West Tenth Street

Dear Sir:

Enclosed are the signed ~~four~~ three copies of the Urban System agreement providing urban system funds for the Mill Creek Bridge section of West Tenth Street. As near as I can see we have the money now budgeted for our percentages as per the agreement. But should the bridge cost more than we can afford, then it is also my understanding that after the bids are opened we could withdraw from the project if funding was not available.

I say that we have funds available because the figures that I have for the city's portion is as follows:

TOPICS matching	$ 8,540
Federal Urban matching, and	10,670
the remainder to reach the estimated project cost of the bridge is	5,500
Which totals	$24,710

We have budgeted in the present budget $25,000 to come out of city funds to be used as matching moneys, and an additional $30,000 in Revenue Sharing moneys which, as I understand, can be used for the project but not as matching money.

Now what I am trying to say is if the percentages equals more than the cost that we have now listed, there is a chance the city may not be able to fund or reach the percentages we have signed for. But we would like to at least look for additional funds before the project is killed. We want and need a Tenth Street Bridge. I am writing this letter to try and explain to you the only reservation that I can see.

Very truly yours,

Del Cesar

Del Cesar
City Manager

dc g
Enc. ~~4~~ 3

RECEIVED
FEB 25 1975
COUNTY
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Hopkins
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Cherry Hts. Rd. - Wright St (The Dalles)

No.	Item		Price	Amount
1	Shoring, Cribbing, Etc.	All Spec		5000
2	Structure Excavation	250 Cu Yds	10-	2500
3	Structure Excavation Below Elevations Shown	25 Cu Yds	12-	300
4	Special Wall Backfill	750 Cu Yds	8-	6000
5	Structural Concrete, Class 3300 (130 cy @ $130)	All Req'd		16,900
6	Structural Concrete, Class 4000 (275 Cy @ $140)	All Req'd		38,500
7	110'/115' Bulb Tee Prestressed Beams	8 Only	7000	56,000
8	Reinforcement (67,000 lbs @ 0.45)	All Req'd		30,150
9	Three Tube Metal Railing	260 Lin Ft	50	13,000
		Total		168,350
	Temp. Erosion Control			100
		Total		168,450
		13½% E&I		23,427.75
		Total		191,077.75

3-3-75

Called Vern Tennesson The Dalles re pipe hangers spacing on bridge. We propose 3/4" dia. insert in deck @ 10' Center. He says thats fine their pipe (12") comes in 20' lengths. They will install after bridge is constructed. Relayed info to Bridge (Tindall) & John Day. R/W should be clear this week & he will call as soon as he hears from owner in Detroit.

G.E.Z.

ECEIVED
UNTY & CITY SECTION
FEB 2[illegible] 1975
GR. ☐ COOR. ☐ OF ☐ AE ☐ UE
E ☐ CE ☐ RE ☐ RPE ☐

T

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 28, 1975

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Cherry Heights Rd.-Wright St.Sec
West 10th St. (The Dalles)
Wasco County

TO: Vern Tenneson
City Engineer

Enclosed is a new option form now in the name of General Motors Corp.

In the event the terms of the printed form do not fit your situation, you could create an option from the various clauses in the County Option Outline Form included, changing County to City as needed.

File No.	Name	Area
48245-A	General Motors Corp.	1,250 sq. ft. easement

AC:jf
Enc. 1 option

cc: H. Brainerd
Don Harwell

Hopkins
Harwell ✓
Holmes
Prange
Unrein 14

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Oregon State Transportation ~~Highway~~ Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

(8) & (9) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund
RU:scr ms

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
February 18, 1975

OK
EdH

TO: Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

RE: Proposed Urban System Requests

FROM: George N. Hopkins
Project Development Engineer

Attached are fourteen copies of a summary and description of ten proposed Urban System projects.

If satisfactory, these projects should be presented to the Transportation Commission for approval at the February 26 meeting. A draft of a suggested letter to the Commission is attached.

RU:scr

Attachment

SUMMARY
Proposed Urban System Projects

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Baker	Campbell Ave.-Auburn Ave. Birch St., FAU 4860	$ 175,000	$ 136,500	$ 19,250
Clackamas County	Clackamas Co. Traffic Signals (7) Various County Roads	290,000	226,200	31,900
Dallas	Orchard Dr.-Washington St. Kings Valley Hwy., FAU 6031 and Washington St.-Clay St. Uglow Ave., FAU 6071	100,000	78,000	11,000
Eugene	Candlelight St.-Louis St. Royal Ave., FAU 1320	335,000	261,300	36,850
Newport	Lee St.-East City Limits Bay Boulevard, FAU 6850	100,000	78,000	11,000
Oregon City	Cascade Hwy. (FAU 0315) at Beavercreek Rd.	80,000	62,400	8,800
Portland	Powell Blvd. (FAU 0640) at S. E. 47th and 69th Avenues	30,000	23,400	3,300
Springfield	Mill St.-5th St. Centennial Blvd., FAU 1140	220,000	171,600	24,200
Springfield	Springfield Traffic Signals (4) Various City Streets	170,000	132,600	18,700
The Dalles	Mill Creek Dr. W. Tenth St., FAU 4020	145,000	113,100	15,950
	Total New Projects	$1,645,000	$1,283,100	$180,950

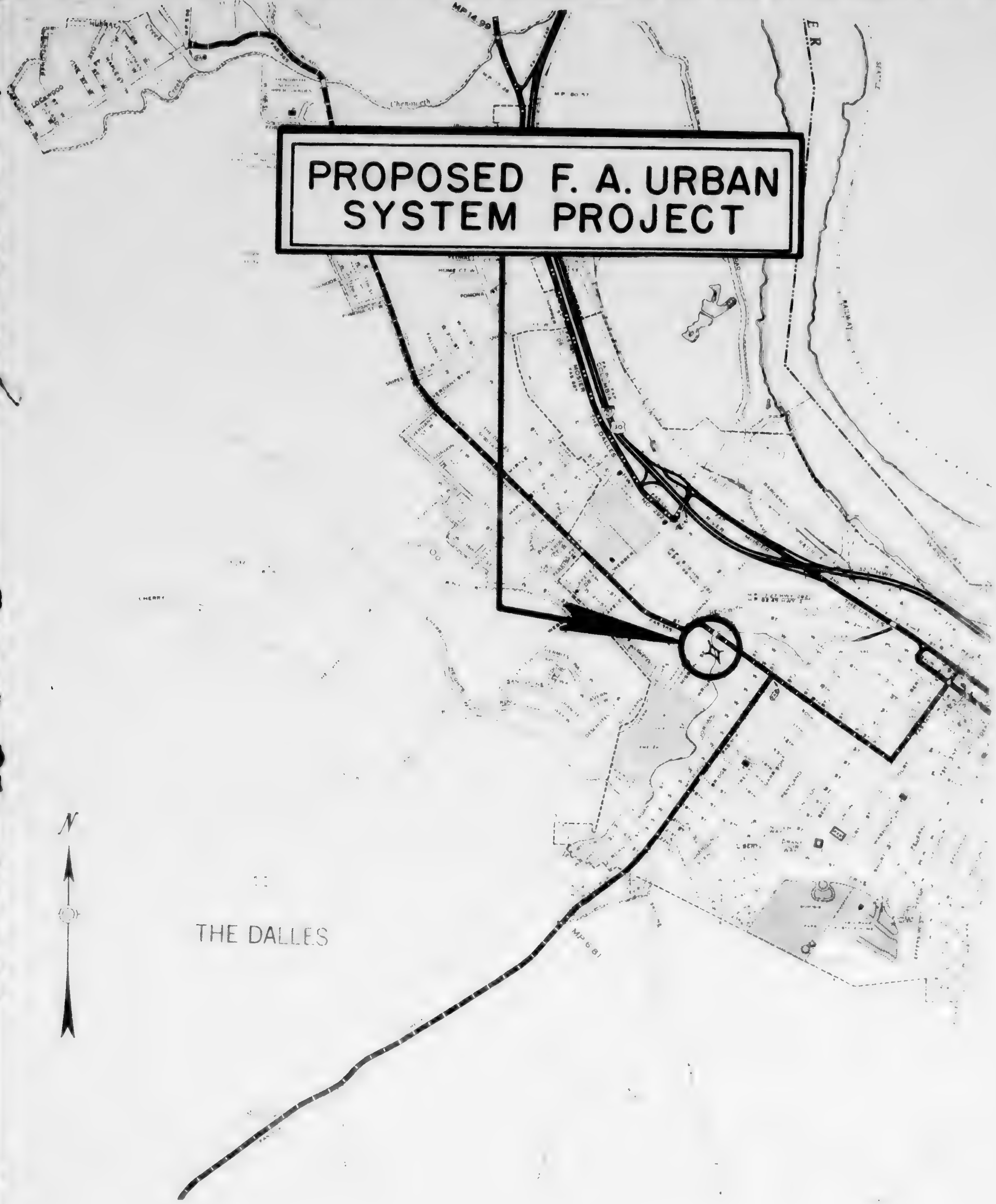
75-b
2/13/75

CITY OF THE DALLES
Proposed Urban System Project

Mill Creek Bridge (The Dalles) Section
West Tenth Street, FAU 4020
Structure; $145,000

This project was approved by the Commission on October 19, 1971 as a TOPICS project. The City has insufficient TOPICS funds to construct the entire project. This request is for Urban System funds to complete the entire project.

75-b
2/13/75



PROPOSED F. A. URBAN SYSTEM PROJECT

Rev. 5/28/74

RECEIVED
COUNTY & CITY SECTION
JAN 31 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE ☐
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 24, 1975

Applicant Agency City of The Dalles, Oregon

Federal Aid System Route No. ____ Route Name ____

Project Name Construction of W. 10th Street Bridge over Mill Creek.

Project Length 110 L.F. Project Location (Attached sketch map)

Project Description The bridge over Mill Creek will be one hundred ten feet (110') in length, forty-four feet (44') curb-to-curb width, with a five foot (5') sidewalk on each side. The bridge abutments will be on a fifty degree (50°) skew from the street centerline of W. 10th Street to conform with the alignment of Mill Creek.

Average Daily Traffic 4,000 (Est.) Design Speed 25 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) None

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Other ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders None

Medians None Parking both sides

Curbed Yes Length Curb Radii None

Sidewalk/~~Bikeway~~ five feet (5') on each side.

Other this will be the final constructed street cross section from Wright Street to Cherry Heights Road.

FOOTNOTES: West 10th Street is now improved thirty-six feet (36') curb-to-curb from Wright Street to the East bank of Mill Creek. The rest of the right-of-way is totally unimproved now.

Description of Proposed Roadway Work Construct bridge over Mill Creek

Rev. 5/28/74

RECEIVED
COUNTY & CITY SECTION
JAN 31 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

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Medians ______ Parking ______

Sidewalks ______

Other ______

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Description of Proposed Roadway Work Construct bridge over Mill Creek

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? Yes Explain We will need temporary easements for use during construction of the bridge. This will be for use by the Contractor. It will be strictly temporary.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Without cost to project

4. Will applicant acquire right-of-way and have State review negotiations?
Yes X No

5. Should State negotiate and acquire right-of-way in behalf of applicant? No

6. Should State prepare options? Yes X No

7. Is a public hearing necessary? It has been held (copy attached).
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.) Copy attached.

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected
Other

FOOTNOTES: There will be no need for traffic signalization on this project.

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location By applicant
Type

V. STRUCTURE DATA

1. Existing Structure: None

Location
Type

Size
To Remain in Place?

2. Proposed Structure:

Location W. 10th Street over Mill Creek in The Dalles, Oregon

Is a particular type of structure and design desired? Yes
Concrete bridge with concrete abutments. Clear span.

Approximate size of proposed structure The bridge will be 110' long by 44' curb-to-curb width. Five feet sidewalk on each side.
Are sidewalk/~~bikeways~~ desired? Yes, they are included.

Are any utilities to be attached to structure? Yes

FOOTNOTES: City water main is to be installed later.

Are provisions for illumination desired? No. If needed, it will be included in overall street lighting system.

Are there any unusual or complicating conditions? No.

VI. RAILROAD DATA

1. Are there any railroad crossings? None Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered? There are no railroads near this project.

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ ---
Right-of-Way Costs (If participating)	---
Traffic Control	---
Illumination	---
Structures	$210,000.00
Railroad	---
Other	---
Preliminary Engineering	---
PROJECT TOTAL	$ 210,000.00

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of The Dalles

By Dut Cesar

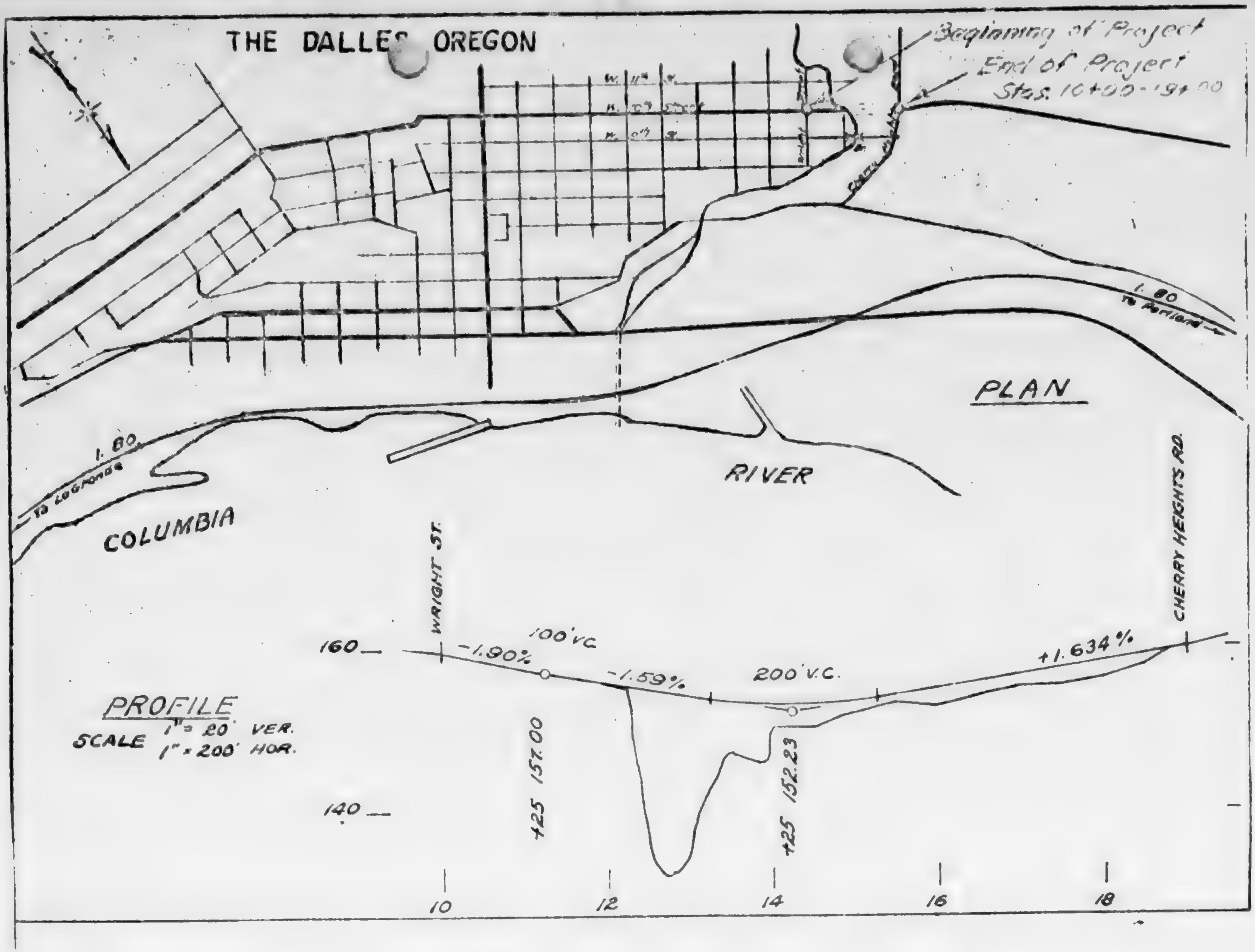
By

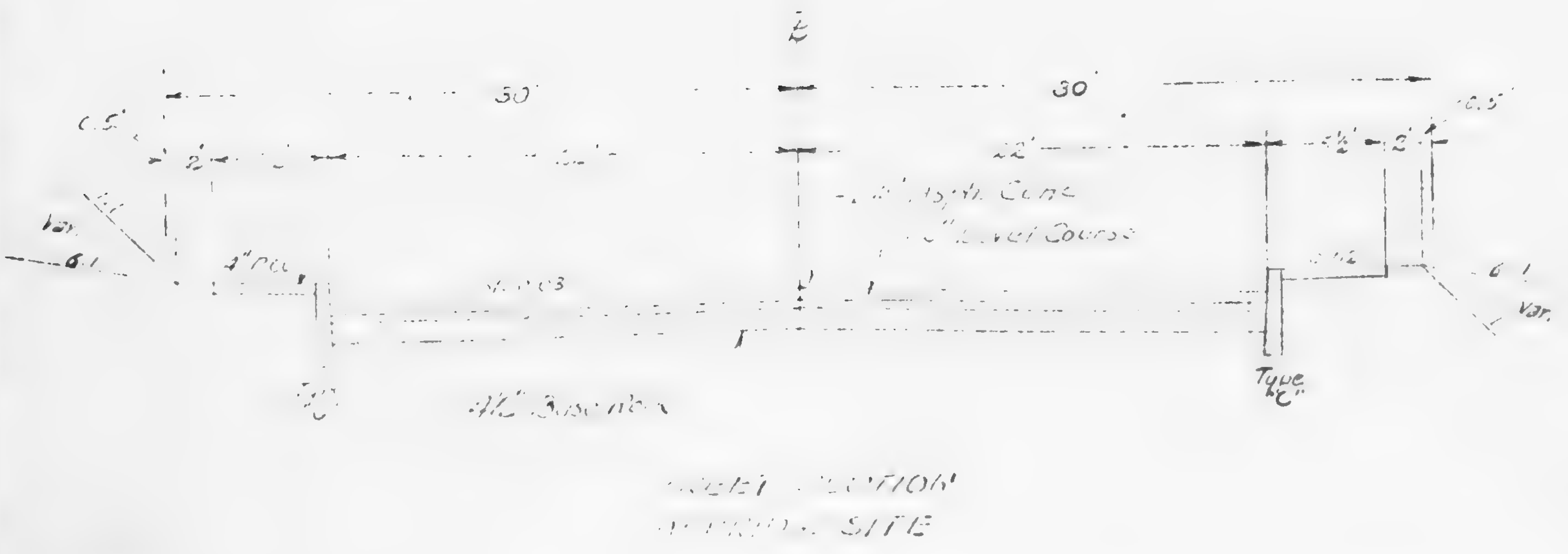
County

By

By

By





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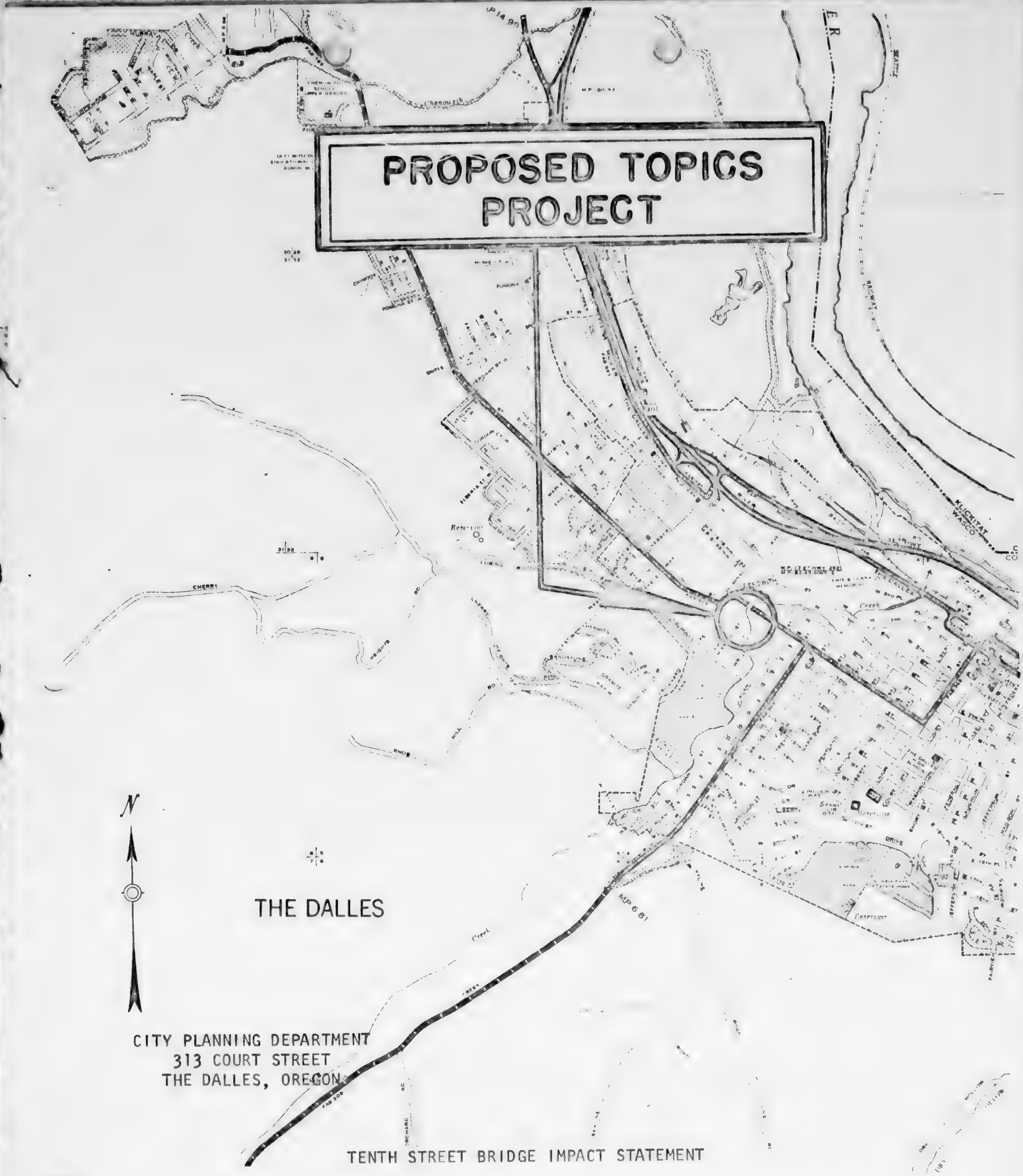


CITY PLANNING DEPARTMENT
313 COURT STREET
THE DALLES, OREGON

TENTH STREET BRIDGE IMPACT STATEMENT

TENTH STREET BRIDGE

IMPACT STATEMENT

DESCRIPTION OF PROJECT

The proposed project consists of constructing a reinforced 44 foot curb-to-curb concrete bridge over Mill Creek with approximately 700 lineal feet of 44 foot wide roadway to be curbed, graded, rocked, and paved. The project would complete Tenth Street between Cherry Heights Road and Wright Street.

Appendix Item A, is an aerial photo showing the site.

PURPOSE OF PROJECT

To provide:

1) A continuous east-west arterial through the City of The Dalles, for the public who wish to travel across town without passing through the downtown commercial area;

2) An improved route for school buses, emergency vehicles and some commercial vehicles;

3) Better access for orchardists, ranchers, residents of the developing Chenowith Area, and other members of the public passing through this area; and

4) An improved traffic pattern to eliminate the present problems created by vehicles making the complicated turns between Ninth to Tenth on Cherry Heights Road.

PRESENT TRAFFIC SITUATION

		Last traffic count	1973 est.	Max. capacity
W. 9th St.	Wright St to Cherry Hts Rd	4000 (1970)	4300	7500
W. 10th St.	Cherry Hts Rd to Webber Rd	3700 (1971)	4300	8100
Cherry Hts Rd	9th to 10th	4700 (1971)	5000	8700
W. 9th St	Union St to Trevitt	3380 (1970)	3600	6500
W. 10th St.	Trevitt St to Mt. Hood St	2600 (1970)	2600	6500
E. 3d		9900 (1972)	10200	11200

Tenth Street is designated arterial street for the City.

This project is designated as the number one priority project by the City's Arterial Street Systems Plan. Appendix Item B is a graphic display of proposed TOPIC projects and shows their rating. The higher the rating the more critical the project.

HISTORY OF THE PROJECT

Construction of a through route across town that would help relieve congestion in the downtown area was first proposed in a report presented to the City Council in the mid 1940's. The proposed crossing was slightly to the south of the present project and would have used Twelfth Street.

By 1956 the State Highway Department's plans called for construction of the bridge at the present site. This bridge would then have been connected to Twelfth Street by a sweeping S-curve.

In 1961 the City Planning Commission working in conjunction with a consultant prepared a plan entitled, Planning for Streets. One of the proposed projects was the construction of the bridge at the present site and the widening of Tenth Street.

The idea of the project has remained the same to this date, and has been reconfirmed in the City's Comprehensive Plan (1969), the Traffic Safety Program & Arterial Street System Plan (1971), and 1980 General Plan of Highway and Street Improvements (1972). The proposal has always been considered one of the first order.

PROBABLE IMPACT OF THE PROJECT ON THE NATURAL ENVIRONMENT

Land-use Land use in the area is presently single-family residential. It is unlikely this will change in the immediate area of the bridge. There is some possibility that the commercial area at the Ninth Street Shopping Area may develop towards Tenth Street as a result of this change in vehicular patterns, however, it is unlikely additional commercial zoning will be necessary as it is the intention of the Comprehensive Plan that this remain a neighborhood center only.

The Comprehensive Plan calls for a park walkway along Mill Creek, however, the bridge project should not have a detrimental effect on this proposal.

WATER RESOURCES

Although at the time of construction some detrimental effects to water quality may be experienced in Mill Creek this should be extremely small because as now planned there will be no construction work taking place in the stream itself. Some additional run-off generated by the paved surfaces will be captured by gutters and catch-basins then routed into the stream resulting in no adverse effect to Mill Creek.

AIR QUALITY

Some adverse effects on air quality may be generated by the heavy equipment exhausts during construction and vehicular traffic on the completed street afterwards, however, overall change should be small as most of the traffic that will use the street is presently using Ninth Street which is in close proximity to the project area. It is probable that the reduction of the number of idling vehicles at the stop signs on Ninth and Tenth Streets may even cause some reduction in air pollution levels that are generated at times of high traffic congestion.

The 1976 Environmental Protection Agency Standards for air quality should further reduce any increase in air pollutants that might occur.

WILDLIFE RESOURCES Evidence indicates the existence of small birds and squirrels resting in the area.

A winter Steelhead run exists in Mill Creek around early spring, usually in March or April. There is also a possibility of some sea run Cutthroat Trout entering the stream about the same time as the Steelhead.

Native fish are the Rainbow Trout and some trash fish, such as Suckers and Speckled Dace.

Since there is to be no construction taking place in the stream itself, there is little likelihood of any detrimental effect occurring to the fish life, although special precautions, such as protective berms, may have to be taken during the Steelhead run to ensure construction materials do not enter the creek.

VEGETATIVE RESOURCES A few young willows and blackberry plants will be effected by the project, as well as a variety of small grasses, forbes, lichens, and mosses.

It would appear unlikely that any of the larger trees will be effected by the proposed alignment.

Overall impact on the vegetative resources will be almost non existent.

PROBABLE EFFECT OF THE PROJECT ON THE SOCIAL ENVIRONMENT

Noise levels will be increased considerably in the immediate vicinity of the project during construction, however, this will be of short duration. Of greater concern to local residents will be the increased vehicular noise introduced into a previously relatively quiet residential neighborhood. Although the traffic noise level on the street will probably not be so bad as to create serious problems for residents any time in the foreseeable future, and certainly will not reach levels detrimental to the physical wellbeing of people in the area, it will nevertheless be psychologically more noticeable because of its previous non-existence. On an overall basis, however, it should be remembered that although this area will receive some increase in noise other nearby areas will benefit from a decrease in noise levels.

EMERGENCY SERVICES

Increased efficiency on the part of emergency vehicles will be a probable result of a better arterial street system, and particularly better access to and from the Chenowith Area and into the project area.

TRAFFIC IMPACT

Increased efficiency regarding bus routes is a predictable result of the project. Also reduced congestion and required turns should lower the potential for accidents.

Increased vehicular traffic as the previously deadend street may increase the possibility of accidents within that area, however, considering the street width and improvement of traffic circulation patterns it is more likely that vehicular accidents will be reduced overall rather than increased.

Pedestrian-vehicular conflict may increase somewhat, however, most of Tenth Street has had its character as an arterial street established long ago and should cause little increased problem. Only in the relatively small area of the "dead-end" street will the increased traffic be a large influence requiring some changes in pedestrian habits.

ALTERNATIVES CONSIDERED

The only other alternative considered was not constructing the project. This would not eliminate any of the problems to be solved by the project's completion, but would maintain noise and traffic at their present levels with only those increases inherent in the neighborhood taking place.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Those materials used in the grading, basing, and paving of the street and materials used in the bridge construction will be lost. Also lost will be the fuel and lubrication elements used by the construction machinery.

No other elements will be irreversibly committed.

AGENCIES CONSULTED ABOUT THE PROJECT

Oregon State Highway Department

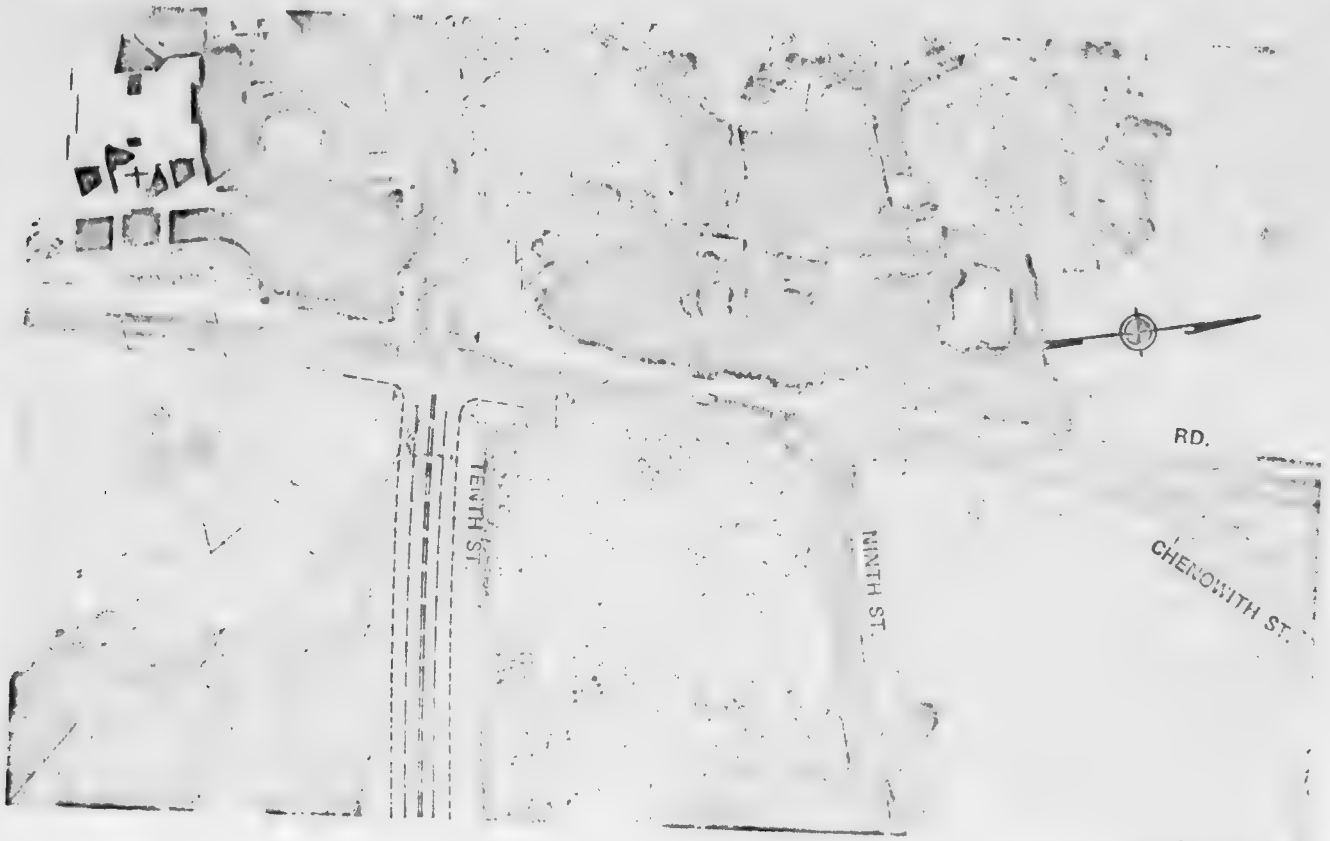
Oregon State Fish and Game Commission

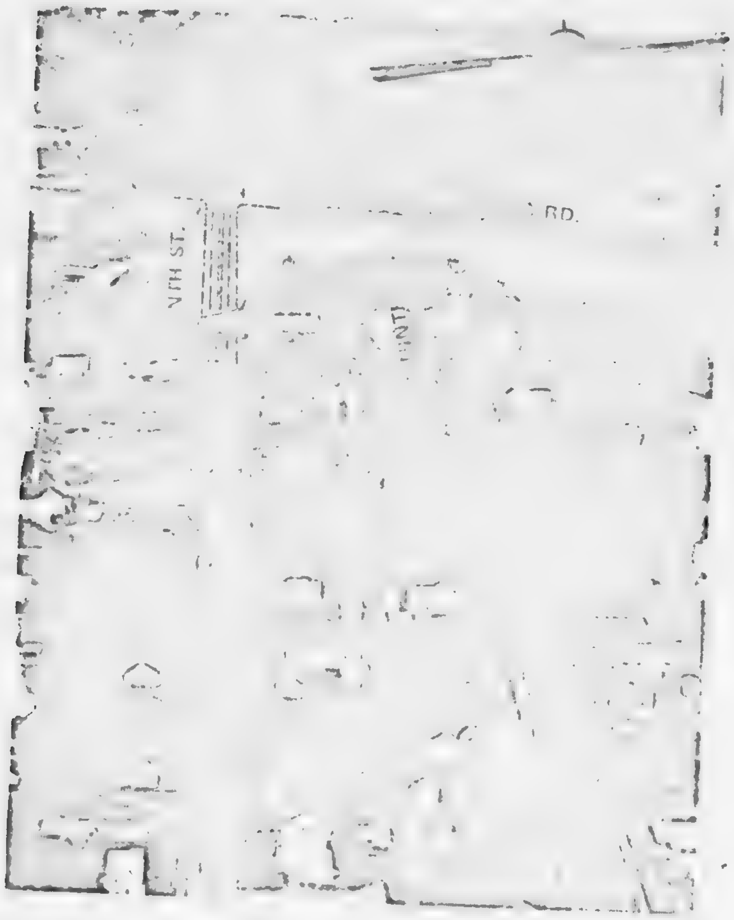
SUMMATION

Although it may be argued that there may be some decrease in air quality during peak traffic periods as well as an increase in noise pollution and traffic levels in the impact area, it is apparent that overall environmental impact will be negligible.

The greatest impact will probably revolve around the psychological impact of opening a previously residential area to through traffic. This is not to be underestimated or brushed aside, yet it is the responsibility of the city to work for the best interest of the citizens of the city as a whole. Part of this responsibility is the creation of an adequate street system, and this proposed project has been an important segment of the city's street system plan for almost thirty (30) years.

PROJECT NO. 1 - West 10th Street Connection Between Cherry Heights Road and Wright Street.





Present northwest to southeast traffic movement through The Dalles along the 10th Street corridor must use Cherry Heights Road to West 9th Street. 9th Street passes through a suburban neighborhood shopping center between Bridge and Pentland Street and is not continuous through the City.

Current planning indicates that 10th Street should become the

TABLE VI-1

PROPOSED TOPICS PROJECTS

NO.	PROJECT	ESTIMATE COST	RATING PER ITEM: TRAFFIC: VOLUME	CONGESTION	CONFLICT	CONTROL	ACCIDENTS	CONDITIONS: ROADWAY	ROADSIDE	FACTORS: ENVIRONMENT	ECONOMIC	TOTAL RATING	PRIORITY
1	W. 10th STREET CONNECTION. CHERRY HTS. RD. TO WRIGHT STREET INCLUDING MILL CREEK BRIDGE.	$ 85,000	10	8	10	10	10	10	9	8	6	80	1
2	KELLY STREET WIDENING AND RECONSTRUCTION BETWEEN 10th AND 12th STREETS.	15,000	10	8	8	8	10	10	8	10	10	74	2
3	RESIGNALIZATION OF CBD INCLUDING NEW SIGNALS ON COURT AT 2nd AND 3rd STREETS	150,000 [1]	10	10	10	6	10	6	8	6	2	66	3
4	BREWERY GRADE RECONSTRUCTION	135,000 [2]	10	8	6	6	10	10	8	6	2	66	4
5	TRAFFIC SIGNALS AT 4th AND WASHINGTON	12,500	5	6	8	8	6	6	8	8	6	62	5
6	TRAFFIC SIGNALS AT 4th AND UNION	12,500	6	6	8	8	6	6	8	8	6	62	6
7	WIDEN E. 10th STREET BETWEEN KELLY AND LEWIS STREETS	75,000	6	6	6	6	8	10	8	6	4	60	7
8	INCREASE 10th STREET CAPACITIES BETWEEN WRIGHT AND WASHINGTON STREETS	- [3]	8	6	6	6	10	5	5	5	9	60	8
9	INTERSECTION ALIGNMENT AT E. 10th AND WASHINGTON STREETS	- [4]	8	8	6	6	4	6	6	6	5	55	9
10	WIDEN E. 10th STREET BETWEEN WASHINGTON AND KELLY STREETS	15,000	8	6	6	5	4	6	6	6	7	54	10

THIS IS A PARTIAL LIST OF STREET IMPROVEMENT PROJECTS CONSIDERED FOR TOPICS TYPE WORK. THIS LIST SHOULD BE REVIEWED AND UPDATED ANNUALLY AS A PART OF THE CONTINUATION PROGRAM.

PROJECT BUDGET (ANTICIPATED TOPICS BUDGET FOR FY 70, 71 AND 72)

FEDERAL FUNDS	$ 63,000
STATE FUNDS	21,000
LOCAL FUNDS	21,000
TOTAL	$105,000

RECOMMENDED PROJECTS

1. W. 10th STREET CONNECTION	$ 85,000
2. KELLY STREET-10th TO 12th	15,000
TOTAL	$100,000

NOTES:

1. RESIGNALIZATION OF CBD SHOULD BE CONSIDERED IN CONJUNCTION WITH A COMPREHENSIVE DOWNTOWN PLAN AS RECOMMENDED IN CHAPTER VIII.
2. THE COUNTY WILL ASSIST WITH GRADING AND OTHER WORK, REDUCING THE PROJECT COST TO THE CITY. THIS PROJECT REQUIRES ADDITIONAL INVESTIGATION AND FINAL DESIGN.
3. IMPROVE 10th STREET CAPACITY BY REMOVING ON-STREET PARKING AS THE CORRIDOR TRAFFIC INCREASES.
4. THERE ARE RIGHT-OF-WAY PROBLEMS TO BE SOLVED FOR THIS IMPROVEMENT. THIS IS A LOW PRIORITY PROJECT AND REQUIRES ADDITIONAL INVESTIGATION.

ENGINEERING DEPARTMENT

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

January 23, 1975

Mr. Richard S. Hawkins
District Engineer
Oregon State Highway Dept.
Post Office Box 420
The Dalles, Oregon 97058

Reference: W. 10th Street Bridge over Mill Creek

Dear Dick:

This is just a note to remind you that the City plans to install a twelve inch (12") cast iron water main in W. 10th Street from Cherry Heights Road to Wright Street, in connection with the 10th Street Bridge project. Accordingly, would you pass on the information to the design section so that openings in the abutments, etc. for this needed installation will be included in the design plan.

We are sending copies of this letter to all utility companies so that they can make similar requests for their installations.

Thank you.

Yours very truly,

Vernon B Tenneson

Vernon B. Tenneson
City Engineer

NOTED
R. S. HAWKINS

VBT/rh

cc: City Manager
PP&L
PUD
TV Co.
Gas Co.
Telephone Co.
Fire Dept.
Public Works Dept.

RECEIVED
JAN 24 1975
DISTRICT ENGINEER
THE DALLES, OREGON

AREA CODE (503) ■ CITY ATTORNEY 296-5424 ■ ENGINEERING AND BUILDING DEPT. 296-3537
FIRE DEPT. 296-3264 ■ POLICE DEPT. 296-2233 ■ RECREATION DEPT. 296-9533
DIRECTOR OF PUBLIC WORKS (Street, Water, Sewage Treatment) 296-5401

T/FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
November 18, 1974

FILE: CON 9

Dave

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Richard Hawkins
District Engineer

SUBJECT: Project Priority List
Project Application
The Dalles Urban Area

Enclosed is a letter from Gary Zehner, County/City Unit, concerning the Tenth Street Bridge project. As you remember, this subject, and that of a project priority list, came up at our meeting with City and County Officials on the 10th. of October. I am aware that since then you have encouraged the City and County to speed up their progress on this list. I would appreciate it if you would check once more on the status of the project priority list, and emphasize again the need for a speedy conclusion of this job. Let me know if this will be completed later than November 30.

I have also enclosed several Project Application Forms. One of these forms should be completed by City and County officials and submitted at the same time as the project priority list. FAU monies cannot be obligated for the Tenth Street Bridge project until both an approved priority list (with the bridge as the #1 project) and a completed project application form have been received and reviewed.

I have one last item that I would like you to check on, Dick. Don Harwell informed me last week that ~~he~~ had sent right-of-way certificates to the City of The Dalles, for the Tenth Street Bridge project. He would like [illegible] and they, too, need to be completed as soon as possible. Thanks.

DSF:pw

cc: G. E. Zehner

Enclosures

RECEIVED
COUNTY & CITY SECTION
NOV 19 1974
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

16.

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 16, 1974

FILE:

FROM:

SUBJECT: Cherry Heights Road to Wright Street (The Dalles)

TO: Mr. James H. Versteeg
Road Design Engineer

The subject structure project is currently scheduled for October 24. City officials have requested that sidewalks be included.

The walks will provide continuity of the City's system and do not result from bicycle/footpath legislation. For this reason the project is ineligible for bicycle/footpath program funding. The Advisory Committee on Bicycles has concurred with this decision.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

WHW:jp
cc E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
Carl Williams

RECEIVED

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

T.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
July 23, 1974

FILE:

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

TO: John R. Oakes
Assistant Right of Way Engineer

SUBJECT: Cherry Heights Road-Wright Street (The Dalles) Section
West Tenth Street
Wasco County

Pursuant to your telephone request, contact was made with Mr. Del Cesar, City Manager of The Dalles, regarding subject section. Mr. Cesar sent me to discuss the project with Mr. Tenneson, the City Engineer. I reviewed the various Federal requirements with Mr. Tenneson, none of which were familiar to him. The City has not, as yet, received option forms, etc.; however, Mr. Tenneson advised that, as soon as they were received, he would contact me for whatever was needed. Mr. Tenneson was not overly receptive of the Federal requirements necessary; however, he did advise that they would comply.

Harold G. Brainerd
Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

7-24-74
Send copy to
H. S. Cox.

SECTION
RECEIVED
JUL 2 1974
☐ RE ☐ RE ☐ ARA ☐ FS ☐ CA ☐
☐ PMS ☐ AT ☐ CE ☐ US ☐ TA ☐ FAO
☐ RUE ☐ ☐ M

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COUNTY & CITY SECTION
JUL 25 1974
☑ ENGR. ☐ COOR. ☑ CE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

RECEIVED

bc: L. W. Rulien
W. J. Hart
J. R. Oakes
C. M. Williams

July 15, 1974

Mr. Del Cesar
City Manager
City Hall
The Dalles, OR 97058

Re: TOPICS Project T-5029(1)
Cherry Hts. Road-Wright St. Section
West Tenth Street

Dear Mr. Cesar:

The Federal Highway Administration granted design approval for the subject project on May 2, 1974. Construction of the bridge across Mill Creek will require a work area outside the existing right-of-way as indicated on the enclosed plan. Enclosed are descriptions of the four temporary easements required, which you may now proceed to acquire.

When you have secured the easements, please complete the enclosed right-of-way and utilities certificate and forward one copy for our files.

If you have any questions or need any assistance, please contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

Encl.

T

FORM 81 734 [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 10, 1974

FROM: Adele L. Egan Adl L. Egn
Right of Way Office Manager

TO: H. S. Cox ✓
County-City Engineer

SUBJECT: Cherry Heights Rd.-Wright St. (The Dalles) Section
West 10th Street
Wasco County

Attached you will find four original option forms in sextuplet covering right of way to be acquired in connection with the Cherry Heights Road-Wright St. (The Dalles) Section on West 10th Street in Wasco County. This contract is scheduled for letting in September of 1974.

Enclosed for your information are copies of the Authorization List and Mr. Round's letter of July 2, 1974.

We are attaching four prints of map 1R-4-559 covering this area and bearing our date of July 5, 1974.

File No.	Name	Area
48245 - A	Donald Leo Maes and Diane Joyce Maes	1,250 sq. ft.
48245 - B	Roman Catholic Bishop of the Diocese of Baker	235 sq. ft.
48245 - C	The Society of the Sisters of the Holy Names of Jesus and Mary	2,265 sq. ft.
48245 - D	Melvin E. and Kathryn H. Olmstead	2,500 sq. ft.

AC:ks
Enc. 4 options, etc.

cc: C. Williams - 1 print
H. G. Brainerd - letter & map

RECEIVED
COUNTY & CITY SECTION
JUL 11 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1974

To:

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

SUBJECT:

48245 - A
48245 - B
48245 - C
48245 - D
Cherry Heights Rd. -
Wright St. (The Dalles)
Section
West 10th Street
Wasco County

Attached are four descriptions, an authorization and Right of Way prints covering easements required for the subject project, which is scheduled for September 1974.

The City of The Dalles is to acquire the easements.

J. H. Versteeg
Road Design Engineer

By Robert R Rounds

Robert R. Rounds
Right of Way Description Supervisor

RRR:rh

Attachments

C.C: Mr. H. S. Cox

gu

NOTED
VERNA CLASSEN

Oregon State Highway Department
DESIGN DIVISION

Sheet No. .... of ....

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway West 10th Street

County Wasco

Unit

Survey Approved

Section Cherry Heights Rd-Wright St. (The Dalles)

Sta. Sta.

R/W Map No. 1R-4-559 in fee

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
48245-A	Donald Leo Maes and Diane Joyce Maes				X			X								
48245-B	Roman Catholic Bishop of the Diocese of Baker				X			X								
48245-C	The Society of the Sisters of the Holy Names of Jesus and Mary				X			X								
48245-D	Melvin E. and Kathryn H. Olmstead				X			X								

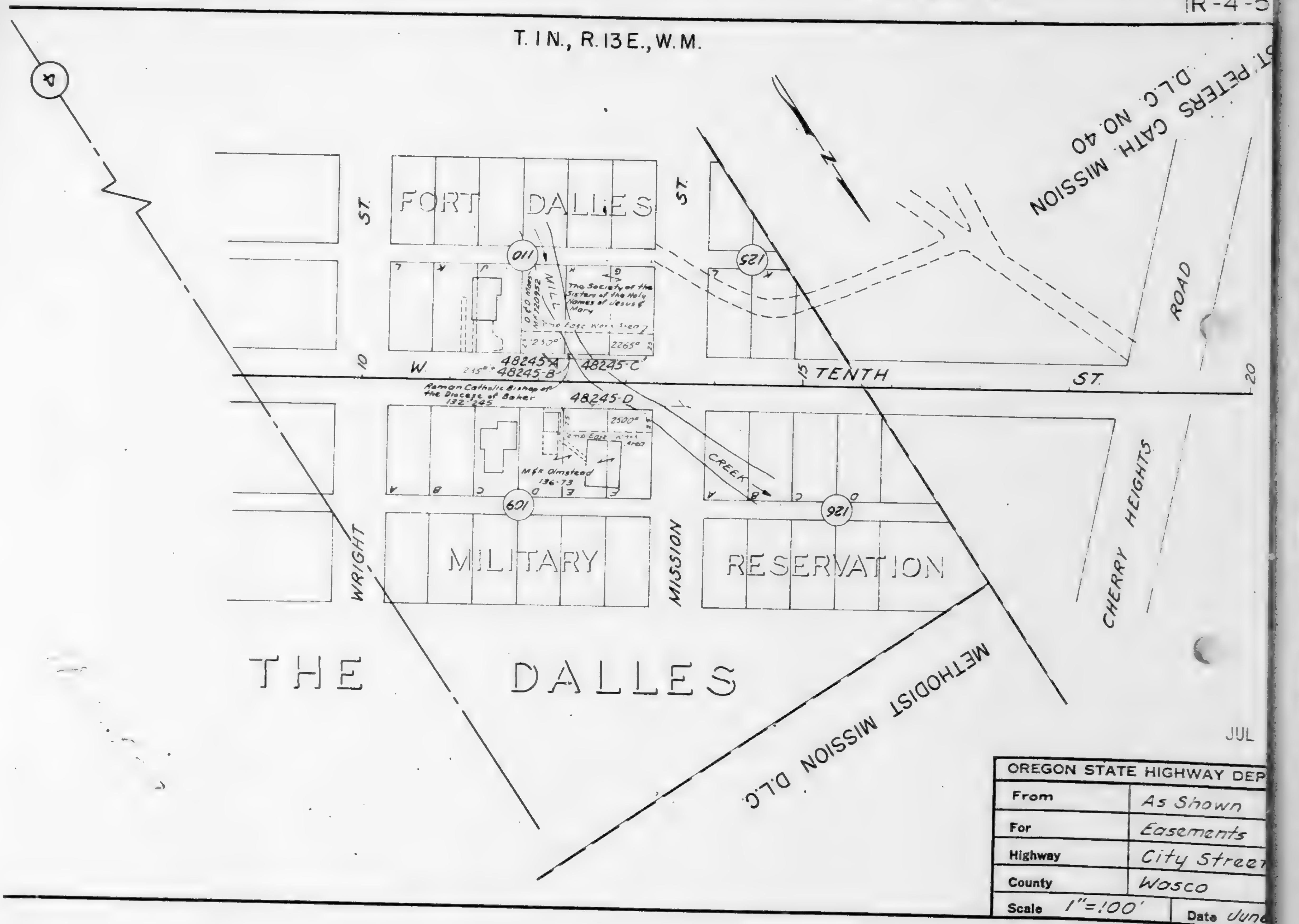
4+0

Submitted Robert R Rounds Robert R. Rounds Date JUL 2 1974
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved John R. [illegible] Date 7-3-74 1
Act R/W Engineer

1R-4-5



OREGON STATE HIGHWAY DEP	
From	As Shown
For	Easements
Highway	City Stree
County	Wosco
Scale 1"=100'	Date June

MONTHLY TRANSACTION NO. 6-80

DATE SUBMITTED TO W.O. JUN 24 1974

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval E

U.S. DEPARTI
BURE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2)
2	6	City St. W. 10th Street (The Dalles)		--	6,000	92	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3	P. E., 1 Bridge								T-	5029(1)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
4	TOPICS		Wasco		
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)
	The Dalles	Primary Type II	T		City St.

CARD	LINE NO. (14)(15)	CHNG CODE 16	PROJECT COUNT 41	CL 42	WORK TYPE 43 - 48	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHAR PROFES
5					PE ROW CONST		ITEM AS NOW PROGRAMED	68	T-5029(1)	City St. W. 10th Street from Cherry-Heights Rd. to Wright St. (The Dalles)	0.13 0.13	7,000 93,000	4,400 59,100	1,300 1,300 (City) 16,950(City) 16,950	P.E. all phas 2-12' lanes 10' shlds., length 50'-1 sidewalks.
										PROJECT TOTAL	0.13	100,000	63,500	36,500	
5					PE ROW CONST		RE-QUESTED REVISION	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 0.02	7,000 (16) 192,000 (23)	4,400 (24) 56,693 (33)	1,300 1,300 (City) 119,049 (City) 16,258	P.E. all phas bridge lengt 44' with 5'
										PROJECT TOTAL	0.02	199,000	61,093	137,907	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

(-OVER-)

DATE OF INITIAL APPROVAL: January 17, 1972

OTHER: May 2, 1974

PROGRAM REVISION REQUESTED
DATE June 11, 1974
SIGNATURE
PROJECT MANAGEMENT ENGINEER

RECOMMENDED
DATE
SIGNATURE
TITLE

APPROVED
DATE
SIGNATURE
TITLE

RECEIVED
COUNTY & CITY SECTION
JUN 25 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ■ UE
☑ UPE ☐ CS ☐ RE ☑ RPR ☐

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-80

JUN 24 1974

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

OJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
City St. W. 10th Street (The Dalles)		--	6,000	92	10	Oregon	41	077	68

O WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	CA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
idge								T-	5029(1)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

TOPICS

COUNTY NAME: Wasco CODE 065

The Dalles

F.A. SYSTEM: Primary Type II

RTE NO.: T FEDERAL AID STATE: City St. U.S.

	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
NST		ITEM AS NOW PRO-GRAMED	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.13 0.13	7,000 93,000	4,400 59,100	1,300 1,300 (City) 16,950(City) 16,950	P.E. all phases, Gr. Dr., 2-12' lanes H.T. Pave., 10' shlds., curbs, 1 str. length 50'-HC 44' with 5' sidewalks.
					PROJECT TOTAL	0.13	100,000	63,500	36,500	
NST		RE-QUESTED REVISION	68	T-5029(1)	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.02 0.02	7,000 192,000	4,400 56,693	1,300 1,300 (City) 119,049(City) 16,258	P.E. all phases, 1 RCDG bridge length 110', H.C. 44' with 5' sidewalks.
					PROJECT TOTAL	0.02	199,000	61,093	137,907	

been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

(-OVER-)

ore projects. Prepare a form PR-1 for all action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 11, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
PROJECT MANAGEMENT ENGINEER	TITLE	TITLE

RECEIVED
COUNTY & CITY SECTION
JUN 25 1974
☐ ENGR. ☑ COOR. ☑ UE ☐ AE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

one class of project to another, or covers joint financing, show both classes of funds involved.

RM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 49903-P61

REASON FOR CHANGE:

To eliminate from the "Character of Proposed Work" the following work: Grade and Drain, 2-12' lanes High Type pavement with 10' shoulders and curbs. To change the project length and cost to conform with the latest proposed work and cost estimates and also to revise the Federal Funds to agree with sum available to the city.

The city of The Dalles has requested this change and said change has been concurred in by the Highway Division.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 6, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT Mill Creek Bridge
Cherry Height Rd.-Wright St. Section
W. Tenth St., The Dalles
Wasco Co. Br. 16010

Enclosed for your approval are two prints each of Drawings Nos. 29411 and 28128. These are the preliminary plan and vicinity map for this structure. Also enclosed are two copies of the hydraulic report and foundation recommendation.

The structure will be constructed with TOPICS funds to the alignment, grade line and width specified by the City of The Dalles.

Because of the severe debris problem during high water, the channel will be completely spanned to prevent debris accumulation on the bridge bents.

An alternate super span arch culvert was studied for this location but was found to be aesthetically and economically unfeasible due to the massive wing walls and head walls that would be necessary.

The estimated cost for this structure including an allowance for engineering and contingencies is $192,000.

OMP/ag
Encls.
cc E. S. Hunter
L. W. Rulien
V. E. Skoog

RECEIVED
[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

SALEM, OREGON
June 6, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

Attention Mr. R. N. Chase

SUBJECT: TOPICS Project T-5029(1)
Cherry Hts. Road-Wright Street
West 10th Street
City of The Dalles

Gary

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

Attached is a copy of a letter from the City of The Dalles in which they request that Federal participation be sought for the bridge portion only of the subject project.

Complying with City's request, the project would then consist of constructing a 44' x 110' precast, prestressed, concrete structure with bulb-T spans and 5-foot sidewalks each side. The current estimate (as of June 5, 1974) for the structure only, including 20% for engineering and contingencies, is $193,000, of which the Federal share would be approximately $150,000. The TOPICS funds available for the project amount to $58,000± and it is proposed that The Dalles FAU funds be used for the remaining Federal share ($92,000±).

Please reprogram this project with FHWA, eliminating the street portion of the project which will be accomplished as a city project.

GEZ:ljt
Att.

cc: W. J. Hart
J. H. Versteeg
C. M. Williams

T

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058
OFFICE OF CITY MANAGER
(503) 296-5481

May 31, 1974

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1974
☐ ENGR. ☑ COOR. ☑ JE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

Mr. Si Cox
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Si:

As per our meeting in my office on May 29, 1974, the City of The Dalles would like to separate the Tenth Street Bridge project into two categories. We would like that the federal money be put into the construction of a Tenth Street Bridge structure and the street work necessary on each side of the bridge be done by City of The Dalles under a separate program. If the bridge and the streets can be separated, then the city would like to withdraw its request for forced account work.

If it is at all possible and if the separation can be made, we will work as soon as possible on completing the streets upon the assurance that all requirements have been met and that federal and state money will go towards constructing a bridge structure across Mill Creek at Tenth Street.

Very truly yours,

Del Cesar

Del Cesar
City Manager

cc: L.W. RULIEN
J. H. VERSTEEG
C.M. WILLIAMS
W. J. HART

T

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 5, 1974
Salem, Oregon

L. L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. H. S. Cox
County-City Engineer

SUBJECT:

Mill Creek Bridge
Cherry Heights-Wright Street
The Dalles, Wasco County
Bridge 16010

We have updated our cost estimate for this structure based on the unit prices that were bid at the most recent lettings.

The current estimate for the structure only, including 20% for engineering and contingencies, is $192,000.

This represents an increase of 37% over the estimated cost we quoted to you in November, 1973. We are taking a hard look at our design in order to cut costs as much as possible, but we do not anticipate a substantial reduction.

Please inform the appropriate City of The Dalles and FHWA officials of this increase as it may have an effect on the financing of the project.

OMP/dh/ag

RECEIVED
COUNTY & CITY SECTION
JUN 6 - 1974
☑ ENGR. ☑ COOR. ☐ GE ☒ AE ■ SE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

cc: [illegible] FHWA
C.M. Williams [illegible]

[illegible]

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-68

FEI AL AID PROJECT NO.
-5029(1)

STATE PROJECT NO.
CHERRY HEIGHTS ROAD - WRIGHTS STREET

COUNTY NAME
WASCO

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:
F. B. KLABOE, ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
MAY 2, 1974

FEDERAL ROUTE NUMBER
PRIMARY TYPE II

STATE ROUTE NUMBER
CITY STREET

GENERAL LOCATION:
CITY OF THE DALLES

IVED
WY ENGR
MA 3 '74
REFER TO
E2R
Info | [illegible] | Sign | Act | File

GENERAL DESCRIPTION OF WORK:
OUR PROGRAM MEMORANDUM DATED 1-17-72 AUTHORIZED YOU TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL. YOU ARE NOW AUTHORIZED EFFECTIVE 5-2-74 TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

XX PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX OTHER *(Specify)* DESIGN APPROVAL.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

REMARKS
AS REQUESTED IN MR. RULIEN'S APRIL 10, 1974 LETTER AND AFTER REVIEWING THE SUPPORT DATA FURNISHED, IT IS AGREED THAT ALTERNATE LOCATIONS ARE NOT A FACTOR IN THE DEVELOPMENT OF THE SUBJECT PROJECT. DESIGN APPROVAL IS HEREBY GRANTED.

RECE
OFFICE OF
ASSISTANT STA [illegible]

TE
-2-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

PR-1240
-70
EXISTING STOCKS OF FORM PR-1240 REV. 6-65 WILL BE USED

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5029(1)

Project Name Cherry Heights Road-Wright Street Sect., West Tenth Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 19th day of April, 19 74.

City of THE DALLES

Donnell J Smith
Mayor - Donnell J. Smith

John B Thomas
~~Recorder~~ - John B. Thomas, City Clerk

RECEIVED
COUNTY & CITY SECTION
APR 30 1974
☑ ENGR. ☑ COOR. ☑ uE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

R/W File No. none

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

OFFICE OF CITY MANAGER
(503) 296-5481

April 11, 1974

RECEIVED
COUNTY & CITY SECTION
APR 15 1974
☑ ENGR. ☑ COOR. ☐ JE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

County and City Section
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Reference: TOPICS Project T-5029(1)
Cherry Heights Road - Wright Street Section
W. 10th Street

Gentlemen:

This is to request permission for the City of The Dalles to perform their portion of the improvement of W. 10th Street from Wright Street to Cherry Heights Road by use of our regular force account procedure, rather than by that of calling for bids.

The City of The Dalles has improved its streets by use of the City Public Works Department for about fifteen (15) years. It has worked well and has been a very real benefit to the program and to the community. Annual street improvement projects costs have ranged from $100,000.00 to $150,000.00. The City Public Works Department is well equipped to perform this work, both by personnel and by equipment. This can be judged by the attached supporting lists of public works people, their experience record, and the department equipment.

Back in the middle 1950's, there were a lot of unimproved streets in The Dalles. Property owners were remonstrating against most projects. To improve construction procedures to to get the property owners to cooperate for street paving work, the City Council decided to initiate a program of construction by City forces. This procedure has worked out real well and resulted in the paving of a lot of streets over the intervening years. The following are some of the reasons that the program has worked so well.

(1) There is quite a savings in the cost of the work, which saving is passed on to the property owners. This encourages further improvements.

(2) Improvements can be systematically scheduled at more advantageous times. We don't have to perform work on all the streets of an improvement project at one time, as a contractor would, which gave the impression that the whole town was torn up at one time.

(3) Work can be avoided at critical times of the year, such as in the cherry harvest season when the City is crowded with 5000 or so seasonal workers. The same applies to Fort Dalles Days and other holiday seasons.

(4) Property owners seem pleased with a regular sized annual project, and that local people are doing the work. Under bidding procedure, the work is usually done by a contractor who brings in his employees with him. Also, we seemed to get better work with less fuss.

The following is our basic construction procedure. Plans are prepared, field control is established, and all the work on the entire project is layed out and inspected by the City Engineering Department (Tenneson Engineering Corporation of The Dalles). We call for bids and contract the curb work because of its specialty nature. The public works people put in the needed water and sewer lines first. Utility companies are advised to install their underground cables, etc. Then the Public Works Department excavates the street to subgrade, backfills the curb work, installs drainage facilities, and grades, places base rock, and shapes the street. We purchase and pave the street with Oregon State Highway Class "B" asphaltic concrete pavement from a local plant. The City forces haul and place the asphalt with a City owned and operated paving machine.

A copy of the preliminary study for the project, including cost estimates, is attached.

We believe that the whole project can be coordinated and performed to the best interests of all concerned by use of force account procedures performed by the City of The Dalles Public Works Department. As we have indicated above, they are well equipped and qualified to perform the work. We have the record to prove it.

We urge your permission to proceed with the improvement by this force account method.

Thank you.

Yours very truly,

Del Cesar

Del Cesar
City Manager

rh

ENCLOSURES

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

DEPARTMENT OF PUBLIC WORKS EQUIPMENT

Unit No.	Vehicle Description
1.	Ford Pick-up
2.	Ford Dump Truck, 6 Yard
3.	Ford Dump Truck, 4 Yard
4.	Ford Dump Truck, 6 Yard
5.	Chevrolet Pick-up
6.	Sewer Rodder
7.	Ford Dump Truck, 10 Yard
8.	Ford Dump Truck, 10 Yard
9.	Case Tractor 680 Back-hoe Loader
10.	Chevrolet Distributor
11.	Tank Truck 1,750 gal. w/flusher
12.	Dodge Pick-up
13.	Mobil Sweeper
14.	Cat Grader #12
15.	Cat 955 Traxcavator
16.	Cat 950 Loader 3 yd. bucket
17.	Cat D-7 Dozer
18.	Bay City Shovel
19.	Galion Roller
20.	Ford Tractor Broom (wire)
21.	Barber Green Paver
22.	Vibrastat Roller
23.	Low Boy Trailer
24.	Lincoln Welder on Trailer
25.	Compressor C.P. 250
26.	Wagon Drill
27.	Pumps & Saws
28.	Steam Cleaner
29.	Paint Striper Machine
30.	Ford Pick-up
31.	Dodge Pick-up
32.	Chevrolet Pick-up
33.	Chevrolet Pick-up 3/4 Ton
34.	International Pick-up 4/WD
35.	Dodge Dump Truck, 5 Yard
36.	Crane Mounted Truck
37.	
38.	Compressor 125
39.	Cat 922 Loader 1-1/2 yd. bucket
40.	Sand Blaster
41.	Rex Cement Mixer
42.	Welder
43.	Pumps & Saws
44.	Bucyrus Erie Back-Hoe
45.	International Pick-up
46.	Tar Pot
47.	Ford Dump Truck, 6 Yard
48.	Curb Machine
49.	Case Tractor Back-Hoe D580B 4 in 1 loader
50.	Tamper
51.	Sign Making Machine
52.	GMC Pick-up
53.	Whacker Tamper
54.	Bucket Line Machine
55.	Valve Operating Machine
56.	Chevrolet Pick-up
57.	International Sludge Tank 3,500 gal.
58.	Tapping Machine
59.	Viber Pack
60.	Chevrolet Pick-up

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

DEPARTMENT OF PUBLIC WORKS

EMPLOYEE	TITLE	YRS. OF SERVICE
Joe Hasbrouck	Supt. of Public Works	20 Yrs.
John Fredrickson	Ass't Supt. of Public Works	30 Yrs.
Tom McAllister	Equip. Maint. Foreman	28 Yrs.
Paul Voeller	Heavy Equip. Operator	20 Yrs.
Jim Dowell	Heavy Equip. Operator	20 Yrs.
Howard Walker	Heavy Equip. Operator	20 Yrs.
Bill Dyer	Powderman	17 Yrs.
Melvin Fulkerson	Equipment Operator	28 Yrs.
Joyce Dillinger	Equipment Operator	19 Yrs.
Lee Ybarra	Equipment Operator	4 Yrs.
Tom Evans	Equipment Operator	4½ Yrs.
Ron Darnielle	Equipment Operator	10 Yrs.
Jack Russell	Equipment Operator	15 Yrs.
Jerry Betts	Equipment Operator	5 Yrs.
Cliff Wilds	Water Distr. Foreman	25 Yrs.
Dale Specht	Heavy Equipment Operator	25 Yrs.
Ernie Sellberg	Heavy Equipment Operator	25 Yrs.
Ray Buchanan	Powderman	25 Yrs.
Virgil Shelquist	Heavy Equipment Operator	20 Yrs.
H. Carl Klindt	Serviceman	20 Yrs.
Ken Endersby	Equipment Operator	10 Yrs.
Lothar Schuler	Equipment Operator	2 Yrs.

AREA CODE (503) ■ CITY ATTORNEY 296-5424 ■ ENGINEERING AND BUILDING DEPT. 296-3537
FIRE DEPT. 296-3264 ■ POLICE DEPT. 296-2233 ■ RECREATION DEPT. 296-9533
DIRECTOR OF PUBLIC WORKS (Street, Water, Sewage Treatment) 296-5401

West 10th Street Improvement
From Cherry Heights Road to Wright Street

The Dalles, Oregon
November 13, 1973

Preliminary Study & Report

Page 1

TO THE HONORABLE MAYOR & CITY COUNCIL OF THE DALLES, OREGON

Gentlemen:

The following is the Engineer's Estimate of the probable cost, the basis for assessment, and the method of computation, for the Improvement of West 10th Street from Cherry Heights Road to Wright Street. The estimate does not include the cost of the proposed Mill Creek Bridge. (Topics Cost) The cost estimate is based on unit prices for work performed on a contract basis. The plan provides for construction of a forty-four foot (44') wide curb-to-curb street. The construction of new sidewalks is not a part of this project, nor are water services.

The project cost is divided into two sections. The cost of the project from Wright Street to Mill Creek Bridge is tabulated under "Section I". The cost of the project from the Mill Creek Bridge to Cherry Heights Road is shown below under "Section II".

SECTION I

The following is the Engineer's Estimate of the probable cost for the widening and improvement of West 10th Street from Wright Street to Mill Creek Bridge. The work includes the removal of the existing curbs on the thirty-six foot (36') wide curb-to-curb width, and reconstructing them back to the forty-four foot (44') width, the necessary excavation, grading, rocking of the widening area, the construction of a storm drain, replacing existing sidewalks, the installation of a ten inch (10") cast iron water main, paving the entire width of the street with asphaltic concrete pavement, and all other things necessary to construct a 44 foot width curb-to-curb street with an estimated useful life of twenty (20) years.

ENGINEER'S ESTIMATE

ITEM NO.	APPROXIMATE QUANTITY	DESCRIPTION OF WORK	UNIT PRICE	AMOUNT
3.	160 cu. yds.	Street excavation, common	$ 1.50	$ 240.00
5.	180 sq. yds.	Prep. of subgrade in wid. areas	0.40	72.00
8.	75 cu. yds.	Shale rock for base	3.75	281.25
9.	25 cu. yds.	Crushed rock for base	4.00	100.00
10.	160 ton	Asphaltic concrete paving	17.00	2,720.00
11.	380 lin. ft.	Construct straight curb	3.25	1,235.00
12.	40 lin. ft.	Construct [illegible] curb	3.50	140.00
13.	405 lin. ft.	Remove curb	0.40	162.00
14.	280 lin. ft.	Construct new storm drain, 8" C.S.P. in place	6.00	1,680.00
15.	225 lin. ft.	Construct 10" C.I.P. in place	10.00	2,250.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]		[illegible]
		[illegible]		[illegible]
		[illegible]		[illegible]
		[illegible]		[illegible]
		TOTAL ESTIMATED PROBABLE COST OF SECTION I =		[illegible]

RECEIVED
COUNTY & CITY SECTION

SECTION II

The following is the Engineer's Estimate of the probable cost for the construction of West 10th Street from Mill Creek Bridge to Cherry Heights Road. The cost includes the construction of curbs, installation of drainage facilities, the installation of a ten inch (10") water main, the necessary grading, rocking and placing of asphaltic concrete pavement, and all other things necessary to construct a satisfactory paved street forty-four feet (44') in width, with an estimated useful life of twenty (20) years.

ENGINEER'S ESTIMATE

ITEM NO.	APPROXIMATE QUANTITY	DESCRIPTION OF ITEM	UNIT PRICE	AMOUNT
3.	2500 cu. yds.	Street fill, common	$ 3.00	$ 7,500.00
5.	2700 sq. yds.	Prep. of subgrade in exc. areas	0.40	1,080.00
8.	300 cu. yds.	Shale rock for base	3.75	3,000.00
9.	200 cu. yds.	Crushed rock for base (leveling)	4.00	800.00
10.	390 tons	Asphaltic concrete paving	17.00	[illegible]
11.	1060 lin. ft.	Construct straight curb	3.25	[illegible]
12.	30 lin. ft.	Construct circular curb	3.50	105.00
14.	320 lin. ft.	Construct 8" C.M.P. in place	6.00	[illegible]
19.	3 each	Construct new manhole (storm)	400.00	[illegible]
20.	[illegible] lin. ft.	Construct 10" C.I. water main	10.00	[illegible]
25.	[illegible] each	Construct new catch basin	200.00	[illegible]
31.	1 each	Install fire hydrant	500.00	[illegible]
		Total Section II=		$33,730.00
		+ 5% Contingencies		1,686.50
		Total =		[illegible]
		+ [illegible] City Costs =		[illegible]
		TOTAL ESTIMATED PROJECT COST SECTION II=		[illegible]
		GRAND TOTAL ESTIMATED PROJECT COST - SECTION I and SECTION II=		$51,045.51

BASIS FOR ASSESSMENT

SECTION I

1. City Costs:

Entire Cost of Section I will be City Costs (widening project).

2. Property Costs:

None.

Section II

1. City Costs:

a) Cost of main storm sewer.
b) Cost of water main.
c) Cost of fire hydrant
d) Cost of extra width of street - 44' over standard 36' curb-to-curb width.

2. Property Cost:

a) Straight curb costs assessed direct to the frontage.
b) Area costs for a 36' wide curb-to-curb street assessed direct to the

SECTION II:

The following is the Engineer's Estimate of the probable cost for the construction of West 10th Street from Mill Creek Bridge to Cherry Heights Road. The cost includes the construction of curbs, installation of drainage facilities, the installation of a ten inch (10") water main, the necessary grading, rocking and placing of asphaltic concrete pavement, and all other things necessary to construct a satisfactory paved street forty-four feet (44') in width, with an estimated useful life of twenty (20) years.

ENGINEER'S ESTIMATE

ITEM NO.	APPROXIMATE QUANTITY	DESCRIPTION OF ITEM	UNIT PRICE	AMOUNT
3.	2500 cu. yds.	Street fill, common	$ 3.00	$ 7,500.00
5.	2700 sq. yds.	Prep. of subgrade in exc. areas	0.40	1,080.00
8.	800 cu. yds.	Shale rock for base	3.75	3,000.00
9.	200 cu. yds.	Crushed rock for base (leveling)	4.00	800.00
10.	390 tons	Asphaltic concrete paving	17.00	6,630.00
11.	1060 lin. ft.	Construct straight curb	3.25	3,445.00
12.	30 lin. ft.	Construct circular curb	3.50	105.00
14.	320 lin. ft.	Construct 8" C.S.P. in place	6.00	1,920.00
19.	3 each	Construct new manhole (storm)	400.00	1,200.00
20.	695 lin. ft.	Construct 10" C.I.P. water main	10.00	6,950.00
25.	3 each	Construct new catch basin	200.00	600.00
31.	1 each	Install fire hydrant	500.00	500.00
		Total Section II=		$33,730.00
		+ 5% Contingencies		1,686.50
		Total =		$35,416.50
		+ 10% City Costs =		3,541.65
		TOTAL ESTIMATED PROJECT COST SECTION II=		$38,958.15
		GRAND TOTAL ESTIMATED PROJECT COST - SECTION I and SECTION II=		$51,045.51

BASIS FOR ASSESSMENT

SECTION I

1. City Costs:

   Entire Cost of Section I will be City Costs (widening project).

2. Property Costs:

   None.

Section II

1. City Costs:

   a) Cost of main storm sewer.
   b) Cost of water main.
   c) Cost of fire hydrant
   d) Cost of extra width of street - 4' over standard 36' curb-to-curb width.

2. Property Cost:

   a) Straight curb costs assessed direct to the frontage.
   b) Area costs for a 36' wide curb-to-curb street assessed direct to the frontage.

METHOD OF COMPUTATION

Section I.

1.	City Costs (All)	$12,087.36
2.	Property Cost	-0-
	Section I, Total Estimated Cost =	$12,087.36

Section II

1. Direct City Costs:

Item 14.	Construct 8" C.S.P. storm sewer 320 L.F. @ $6.00/L.F.	$ 1,920.00		
Item 19.	Construct new storm manhole 3 each @ $400.00/ea.	1,200.00		
Item 20.	Construct 10" C.I.P. water main 695 L.F. @ $10.00/L.F. . . .	6,950.00		
Item 31.	Fire hydrant 1 ea. @ $500.00/ea.	500.00		
	Sub-total =		$10,570.00	
	+ 15.5%		1,638.35	
	Total Direct City Costs =			$12,208.35

2. Direct Property Costs:

Item 11.	Construct straight curb 941 L.F. @ $3.25/L.F. . . .	$ 3,058.25	
	+ 15.5%	474.03	
	Total Direct Propert Costs =		$ 3,532.28

3. Area Costs:

Total Project Cost		$38,958.15
Less: Direct City Cost -	$12,208.35	
Property Costs -	3,532.28	
		$15,740.63
Total Area Costs =		$23,217.52

a) City Area Share:

City Area Costs = (8/44) x Total Area Costs
= 0.1818 x 23,217.52 = $ 4,220.95

b) Property Area Share:

Property Area Costs = 36/44 x Total Area Costs= 18,996.57

$23,217.52

TOTAL SECTION II = $38,958.15

METHOD OF COMPUTATION (Cont.)

SUMMARY:

	CITY COSTS	PROPERTY COSTS
Section I		
Direct City Costs -	$12,087.36	-0-
Property Costs -	-0-	-0-
Section II		
Direct City Costs -	$12,208.35	
City Area Costs -	4,220.95	
Direct Property Costs -		$ 3,532.28
Property Area Costs -		18,996.57

TOTALS

TOTAL CITY COSTS $28,516.66

Total Property Costs 22,528.85

TOTAL ESTIMATED PROJECT COST = $51,045.51

Respectfully submitted,

Vernon B. Tenneson
City Engineer

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 25, 1974

FILE:

~~FROM~~: TO: √Mr. L. W. Rulien
Project Management Engineer
BUILDING

~~TO:~~

Attn: Mr. R. N. Chase

SUBJECT:

TOPICS Project T-5029(1)
Cherry Hts. Rd.-Wright St. Section
West Tenth Street
City of The Dalles

Richard Bladorn

FROM: Richard Bladorn
Urban Program Engineer
County & City Unit

Processing for Design approval is requested for the subject Federal Aid TOPICS project.

STUDY REPORT

DESIGN: Construct 44' roadway with AC pavement, curbs, gutters, and 5' sidewalks, including a 44' by 110' precast, prestressed, concrete structure with bulb-T spans. Total project lenth is 700 feet.

Consideration of alternate locations was not a factor in this project. In 1956 the abutting property owners agreed to "dedicate property sufficient for and for the purpose of extending West Tenth Street from its westerly terminus to connect with Chenowith Road" (now West Tenth Street). The only alternate considered was a "do nothing" alternative, which has been rejected.

A public hearing was held on December 17, 1973. Copies of the hearing transcript, correspondence, legal notices, advertisements, and newspaper articles are attached.

Also attached is a letter from the City indicating that they have studied and evaluated testimony given at the public hearing; that social, economic and environmental effects of the design have been considered; and that the City does request the State to seek design approval for the project from the FHWA.

RB:ljt
Att.

cc: E. S. Hunter
W. J. Hart

RECEIVED
MAR 27 1974
PROJECT MANAGEMENT SECTION

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to urban
safety upon the existing
government in urban areas apply for Fed-
OPICS funds through the State Highway Divisi
y Division submits a progr
l Highway

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CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058
(503) 296-5481

OFFICE OF CITY MANAGER

March 22, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 25 1974
☑ ENGR. ☐ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Mr. Richard H. Bladorn
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Dick:

The City of The Dalles wishes to have the State Highway Division request programming for the entire Tenth Street Bridge project from the federal government.

The City of The Dalles has the men and equipment and presently does all of the paving within the city limits of The Dalles. Therefore, we would hire our men to work on forced account for the street project between Cherry Heights Road and the bridge.

We will prepare all necessary papers to show that we do have workmen and equipment and will not need any additional manpower or equipment. We are presently paving several streets in the city, and this could be fitted to the schedule at such a time as the project is approved. I guess I should say this project and funding is approved.

Very truly yours,

Del Cesar

Del Cesar
City Manager

dc g

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upon the existing
ment in urban areas apply for Fed-
TOPICS funds through the State Highway Division.
hway Division submits a program
eral Highway

bc: E. S. Hunter
L. W. Rulien
C. M. Williams, Reg. 4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 22, 1974

Mr. Del Cesar
City Manager
City Hall
The Dalles, Oregon 97058

NOTED
E. S. HUNTER

Re: TOPICS Project T-5029(1)
Cherry Hts. Rd.-Wright St. Section
West Tenth Street

Dear Del,

Enclosed is a copy of PPM 21-6.2 and other material which describe the procedures to be followed to justify Federal Aid Highway work being accomplished by Force Account rather than by competive bidding. Prior approval by the Federal Highway Administration is necessary for any work to be done by City forces for which Federal Aid is to be requested.

Your submittal should include the extent of the proposed work, a breakdown of the costs involved, availability and experience of the City forces involved, and your reasons why it is in the public interest to do the work by Force Account.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

RECEIVED
MAR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

T

The Hub of the Pacific Northwest
CITY of THE DALLES
OREGON

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058
OFFICE OF CITY MANAGER
(503) 296-5481

February 25, 1974

Mr. Richard Bladorn
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Dick:

Attached with this letter are the three packets having to do with the Tenth Street Bridge. Each packet is put up in the following order. First of all, all three are identical page by page, but at the very top the transcript of the public hearing as taken by our circuit court recorder, Carl Long, is the entire public hearing with respect to the Tenth Street Bridge.

The next several pages are miscellaneous in that they are information about the Tenth Street Bridge, not for or against but state reports, city reports, editorials in the newspaper, public notices, etc The second section of the reports include all of those petitions and/or letters against Tenth Street Bridge, and the second section of the report contains the letters and/or petitions for the construction of the Tenth Street Bridge.

There is one item in there written by a local attorney against the bridge in which he points out several pages in the budget showing the figure of $25,000 of Revenue Sharing money to go toward the Tenth Street Bridge. He did not list the fact there is $20,000 of city money also listed in the budget to be used for the Tenth Street Bridge as our matching money which will match the state money as per the federal law.

We are presently working with the church per the paving of Tenth Street from Cherry Heights to the bridge. This matter should be solved within the next two or three weeks. Upon its resolution I will notify you.

If there are any questions you have or if there is any more information you need, feel free to contact me. As far as I know, everything that had to do with the Tenth Street Bridge is in this file.

Very truly yours,

Del Cesar
Del Cesar
City Manager

dc g
Enc. 3

[illegible]

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

The following is a transcript of the public hearing regarding the proposed bridge over Mill Creek at Tenth Street before The Dalles City Council on December 17, 1973, commencing at 8:00 p.m. in The Dalles City Hall Council Chambers:

MAYOR SMITH: Tonight is the public hearing on the Tenth Street Bridge and, as all this has to be of record, I want to read the following statement and then we will get into the public hearing.

Ladies and Gentleman, the time is 8:00 p.m., Monday, December 17, 1973, at which time has been scheduled for the formal public hearing for the proposed Federal Aid TOPICS project on West Tenth Street between Cherry Heights Road and Right Street in the City of The Dalles, Wasco County, Oregon.

The proposed project will be constructed under Federal Aid Highway TOPICS program and will be financed with Federal, State and City funds. Federal Aid TOPICS funds are available to urban areas to increase traffic capacity and safety upon the existing street system. Local government in urban areas apply for Federal Aid TOPICS funds through the State Highway Division. The State Highway Division submits a program for individual projects to the Federal Highway Administration which approves, disapproves or requests modifications or revisions in the program to conform to Federal Aid Highway rules and regulations.

Upon approval by the Federal Highway Administration, the State or City proceeds with the survey and the State proceeds with the final planning and specifications and awards all contracts.

The Federal Highway Administration has put into effect a certain policies and procedures memorandum regarding public hearings. These memorandums set forth the rules under which we are conducting tonight's corridor-design hearing relating to this proposed Federal Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposed prior to the development of the final plans.

Registration cards have been handed out and are available to those who wish to make oral or written statements tonight and, in addition, anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the City Hall. This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division and Federal Highway Administration for review.

Mr. Carl Long, sitting here at the front of the room, is the Circuit Court Recorder and he will be responsible to take down everything that is said here this evening. Therefore, we ask that each person wishing to testify come up to the microphone, clearly stating his name and address and group, if he is representing a group, and talk into the microphone so Mr. Long will not miss any part of the hearing. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact, the environmental effects and the feasibility of the proposal. There are copies of the Oregon State Highway Division's negative declaration and also the impactment statement by the City Planner on the counter in the City Manager's office for anybody wanting to look at a copy.

At this time, statements will be taken regarding the proposal. I want to again assure you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional comments for ten days after the close of the hearing. We ask you to confine your remarks to the relative features of the proposal. Problems that would effect you personally may be discussed and may be clerified with the City Manager at a later time. Thank you, and we will get right into the hearing.

If anyone has anymore cards ---I only have three cards here, which are not very many cards, but the first person I would like to call on is Father Stone.

FATHER WILLIAM STONE: Thank you, Your Honor. I am Father William Stone and I represent St. Peter's Parish of The Dalles, the Sisters of the Holy Names, and the Roman Catholic Bishop of Baker. We are the sole owners of the property which borders on West Tenth Street from Mill Creek to Cherry Heights Road and the following is our official position on this project.

We should like to present our position on this matter to the City Council and all other interested persons or groups, including the citizenry of The Dalles and its environs. We feel that an adequate presentation must be made through a chronological approach, reviewing all the facts which we understand to have been pertinent to the development of this project and the relationship of St. Peter's Parish to it.

The present owners of the property involved acquired their ownership between 1953 and 1956, partially by purchase and partially by donation, from the Stadelman Estate. In July, 1956, the first official negotiations between the City and the present owners took place. This occurred because the Planning Commission and the City Council had, by that time, placed the Tenth Street project, the bridge over Mill Creek and the paving of West Tenth Street from the Creek to Cherry Heights Road, high on their priority list of the needs of the City. The City Council, in Resolution Number 789, agreed to construct, at its own cost, an appropriate underpass for vehicular and pedestrian traffic insuring safe passage to all portions of the land thereabouts. This was in exchange for agreement by the owners to dedicate property sufficient for and for the purpose of extending West Tenth Street from its western terminus to connect with Chenowith Road. The same resolution indicates that the City also vacated platted streets and alleys in the remainder of the specified property, excepting the extension of West Thirteenth Street to Cherry Heights Road. We would like to note, in the interest of accuracy, only fifty percent of the property was platted at any time.

During the past seventeen and a half years the City had maintained an interest in this project and, accordingly, research sources of income which might make it eventually economically feasible. The outcome of the search has been amply explained by the City in the presentation of the project for the immediate future. We do wish to point out, however, that the specific allocation which has made this possible at this time has been known and planned about over at least a three year period.

Information of this formal hearing and the immediacy of the action aspect of the project has come to us, the owners of the adjacent property in three parts: First, a detailed report on the findings of the City Engineer relative to the nature of the construction involved and the cost breakdown thereof, dated November 13, 1973, and, secondly, the form letter from the office of the Mayor asking the support of all the citizens of The Dalles for the project dated December 3, 1973 and, finally, the official notice of this hearing from the office of the City Clerk dated in November and December, 1973. To us the most important of these documents is the report of the Engineer. The conclusion of the breakdown of costs and projected sources from which they will be met notes that an assessment of twenty two thousand five hundred twenty eight dollars eighty five cents ($22,528.85) will be levied against the owners of the property which borders on Tenth Street from Mill Creek to Cherry Heights Road. Translated into practical terms, this means the members of St. Peter's Parish.

We have come to this hearing to make our position clear and to explain, if possible, our reasons for taking it. The first fact to be noted is the sheer economic burden which the City proposes to add to the shoulders of the members of St. Peter's Parish. We are currently in debt for two hundred nineteen thousand dollars ($219,000). The required reduction of this debt, coupled with the operational expense of the church and St. Mary's Academy, constitutes a tremendous load for the members of our parish. We simply believe that it would be fiscally irresponsible and morally wrong to add another twenty two thousand five hundred dollars ($22,500) plus to that burden. This is all the more true in the light of correlative factors. First, St. Mary's School operates on a bare bones budget this year of fifty thousand dollars ($50,000). The raising of there funds strains the imagination and ingenuity of the parishioners each year, and does not permit the accumulation of any sort of emergency fund such as, for example, might be required at any time for major repairs. We feel that every extra dollar the church may be able to raise should be used for St. Mary's. May we remind the citizens of The Dalles this is not an entirely selfish interest, for the existence of a private school in the community, operated without tax funds, represents an annual saving to the taxpayers of at least one hundred thousand dollars ($100,000) and that the sociologically and politically most civic governments in the United States rate the presence of a private school as a definite plus value in the attractiveness of that community. Secondly, in spite of the pact that this project is promoted under the aspect of its benefits to the community, it is of very doubtful value to us and actually is detrimental. We are assured that the paving of Tenth Street will cause a devaluation of our property and will present some risks to life and limb for the children who attend the school, increased by the proximity and volume of cross-city traffic.

Finally, for the City to use as a compelling argument that this project must be approved now because time is running out on the availability of Federal and State funds is specious. During the long history of the planning of this project, seventeen and a half years altogether, or a minimum of three years in the more proximate view, never once until one month ago was the project broached to the administrative personnel of the Parish who are responsible for decision-making, insofar as this project had any connection with assessment of the property. Contrariwise, it has long been the understanding of parish leaders that the City had every intention of proceeding without any such assessment, in lieu of the concessions previously made, which, be it remembered, have seriously curtailed the utility of much of our property.

We do not object to this project as such, but under present circumstances, and for the reasons listed above, we must inform the City Council that if the project goes forward with an assessment to our property, we shall present a remonstrance at the appropriate time. Thank you.

MAYOR SMITH: Thank you. Mr. John Lewis.

MR. JOHN LEWIS: My name is John Lewis, I am an attorney. My office address is 508 Washington Street in The Dalles. I represent a group of property owners on the east side of Mill Creek in the Tenth Street area. In one of last week's issues of The Dalles Chronicle, the cost of this project was set forth as being one hundred forty thousand dollars ($140,000), of which the Federal share was placed at sixty one thousand ninety three dollars ($61,093), the State's share at eight thousand five hundred forty dollars ($8,540) and the City's share at seventy thousand seven hundred sixty seven dollars ($70,767). As I understand it, of the seventy thousand dollars ($70,000) that the City is to contribute, twenty five thousand ($25,000) of that is made up of Federal Revenue Sharing Funds, of TOPICS funds. I understand the law to be that the City must contribute an equal amount of the Federal fund, that is the sixty one thousand dollars ($61,000) and that of that sixty one thousand ($61,000) which the City must match, no TOPICS money can be used, so if you deduct twenty five thousand dollars ($25,000) from the seventy thousand ([illegible]) the City admits, have forty five thousand dollars ([illegible]) in general tax funds raised by the City, so that forty five thousand ([illegible]) is sixteen thousand dollars ([illegible]) short of the funds needed to match the federal money. I am quoting from Public Law 92-512 of the 92nd Congress [illegible] section 104 states "No State government or unit of local government may use, directly or indirectly, any part of the funds it receives under this subtitle as a contribution for the purpose of obtaining Federal funds under any law of the United States which requires such government to make a contribution in order to receive Federal funds."

[illegible] I [illegible] [illegible] funds [illegible] [illegible] correct. I [illegible] [illegible] in the [illegible]

MR. DEL [illegible]: Thank [illegible]

MR. JOHN LEWIS. I [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Dallas [illegible]

[illegible]

improvement of Tenth Street [illegible] vehicles may travel across town and to and from county roads without entering or going down through the commercial area [illegible] of the City. Really, we question that statement because it [illegible] really a complete improvement of Tenth Street since a [illegible] of the street now is thirty six feet wide and a portion is [illegible] feet sidewalk, of course, the new bridge is [illegible] to be [illegible] four feet wide and one block from Mill Street to [illegible] Street so that the traffic that the street now [illegible] [illegible] by [illegible] in a 197[illegible] [illegible]. [illegible] the bridge be constr[illegible] [illegible] it certainly would [illegible] increasing traffic on that street which [illegible] the street was [illegible].

Another [illegible] it will be [illegible] [illegible] [illegible]. In other words, [illegible] sixty feet wide it will [illegible] [illegible], [illegible] to complete [illegible] [illegible] will be [illegible] [illegible].

indicating that the [illegible], in fact, acquired that additional easement, unless something has been done recently.

The letter goes on to say in the discussion of environmental impact that the safety factor for both vehicles and pedestrians will be enhanced. On the present [illegible] Street bridge, which is for both vehicles and pedestrians, there is a pedestrian walk-way which is [illegible] with wire screening pedestrians both from vehicles and from [illegible] off the other side of the bridge. I have not seen that [illegible] protection for pedestrians on the new bridge and I would question the safety factor when, in fact, we will be [illegible] traffic in that stream across that bridge [illegible] than is now there, and the bridge [illegible] than it was originally designed for.

The impact study [illegible] [illegible] [illegible]. The adjacent property [illegible] [illegible] [illegible] [illegible] [illegible] increase the [illegible] [illegible] stability [illegible]

It [illegible] [illegible] bridge [illegible] to get, [illegible]

[illegible] requiring the City to construct an underpass between the present school property, if the roadway is constructed, connecting the property that then would become isolated.

The letter states no trees will be destroyed. Some trees have already been destroyed which are now covered by the fill that is there. There are ten trees that, if this project is carried out, must be destroyed [illegible] will break [illegible] light [illegible] along the [illegible] [illegible].

The impact letter goes on to say that in [illegible] conclusion that the detrimental impact is nil. Property owners residing in the area believe that their property will be [illegible] in value, [illegible] they will have [illegible] [illegible] the road [illegible] [illegible] the construction of the [illegible].

Public Law 91-190 [illegible] [illegible] [illegible] [illegible] environmental [illegible] [illegible] [illegible] environmental [illegible] [illegible] [illegible] environmental [illegible] which was the last time the [illegible] company made a study on the project, there has been a change of conditions in the community and a very important one. [illegible] Department Store purchased [illegible] and level land across the street from Albertsons at the corner of Sixth Street and Cherry Heights Road. I understand that recently the City has authorized the construction of a shopping center just to the west of Albertsons, so you are going to have two areas, [illegible] [illegible], [illegible] which is going to increase traffic in that area. Now, the traffic from that area is naturally going to [illegible] the [illegible], which is along Sixth Street. You then come to a [illegible] across Mill Creek at Mill Creek [illegible], [illegible] which is [illegible]. I don't know the [illegible] width of it, but I think it is similar to the present [illegible] [illegible]. Traffic studies in 19[illegible] [illegible] indicated [illegible] hundred fifty seven [illegible] ([illegible]) vehicles per day using that street. You are simply going to have more than that when these two projects are completed. And [illegible] which would [illegible] [illegible] the City [illegible] [illegible] [illegible] [illegible] [illegible]. [illegible] resi- dential area [illegible]. I [illegible] [illegible] street, which is [illegible] one of your worst intersections in the City for accidents, [illegible] corner of Sixth Street and [illegible] [illegible].

are one of your highest impact areas for collisions in the City outside the downtown area. If you construct this bridge you are going to simply put more traffic through a residential area that all ready is a serious accident area. I believe that is all.

MAYOR SMITH: Thank you. Mr. Bill Rooper

MR. WILLIAM ROOPER: My name is Bill Rooper, I represent myself in this. I have a letter which I believe you all have had copies of one time or another, I sent it to you several years ago -- or several months ago. I would like to present the following arguments against the immediate construction of the Tenth Street Bridge:

One, it has been maintained that West Tenth Street should be improved to expedite cross-town traffic by making it possible for traffic to move from the [illegible] area to the Thompson addition [illegible] on one street. [illegible]

MEMBER OF AUDIENCE: [illegible] the date of that letter, please?

MR. ROOPER: I didn't date it. [illegible]

MEMBER OF AUDIENCE: [illegible] quite lengthy.

MR. ROOPER: In 1961, [illegible] Planners, made a survey of existing and future traffic flows. They projected [illegible] (1,[illegible]) trips a day for 197[illegible], between these two [illegible], which contrasted with a desire of seven thousand five hundred [illegible] (7,557) trips between Thompson and Hillcrest Addition and thirteen thousand six hundred ninety nine (13,[illegible]) between [illegible] Drive and downtown. This indicates to me that there is very little need for a cross-town route, and [illegible] for other route improvements, it would be [illegible]. [illegible] obstacle to Tenth Street as a cross-town [illegible] that the pavement between Kelly and [illegible] on [illegible] Street is only twenty six feet wide [illegible] only fifty feet. [illegible] sixty feet [illegible] and thirty six [illegible] forty four feet of pavement [illegible] streets, it is obvious that Tenth Street will [illegible] collector street all the [illegible] having another [illegible] two to eighteen feet of [illegible] would be nearly impossible. [illegible] Incidentally, [illegible] should [illegible]

Also, [illegible] directly [illegible] of the traffic [illegible] the street [illegible] the effect of making West Tenth Street almost an arterial, but with direct access to cross streets every block along the way. Quoting again from the City study, "It is particularly desirable that local streets have no access to arterials. In 1969 there were twenty eight accidents on West Ninth Street and thirty five on West Tenth Street for a total of sixty three accidents. This is the highest number outside the downtown central area." To increase the traffic along West Tenth Street will only increase the accidents. West Tenth Street already collects traffic from [illegible] Hood Street and [illegible] [illegible]

It seems to me [illegible]

[illegible]

freeway off ramp comes in there by -- the Mayor's service station, one-way traffic into town and take the other traffic out and near the overpass on Webber Street this could do a lot for the traffic that is going to be generated on West Tenth Street.

In addition, even with Tenth Street bridge, traffic is bound to increase on the West Tenth Street to West Third Street because of the increase in commercial enterprises on West Sixth Street. It is high time that this street is improved and I suggest that all possible city revenues be allocated for this purpose rather than for projects that will only complicate existing problems.

Another side of this thing. You are [illegible] allocating seventy thousand dollars ($70,000) [illegible] to the bridge, you are talking [illegible] Street between the bridge and [illegible] Street, [illegible] least helping the [illegible]. I believe you are talking about a hundred thousand ($100,000) dollars of city revenue. [illegible], if you [illegible] the expression, [illegible] a hundred thousand dollars ($100,000) of city revenue.

I [illegible] -- [illegible] West Tenth Street [illegible].

(whereupon [illegible]

Recorder)

MR. LOOPER: Thank you.

MAYOR SMITH: Mrs. Richard Hammer.

MRS. RICHARD HAMMER: I am Mrs. Richard Hammer and I represent two property owners at the dead end of West Tenth Street. We live at 1007 West Tenth. We feel that this project will devaluate our property; as far as the property taxes, I know it will probably not, but if we wish to sell our place and not being a dead end anymore it will definitly devaluate our property because people won't pay as much for it, and since there's more traffic [illegible]. We also will lose part of our driveway and the [illegible] in front of the house and we will have no [illegible], [illegible] people on [illegible]. Plus, we feel that it will [illegible] and the business area is where the traffic should [illegible] residential area.

MAYOR SMITH: [illegible]

MR. [illegible]: [illegible] Your consideration of the [illegible] it will [illegible]. I [illegible] width. I [illegible] it will [illegible], but the [illegible] in later years [illegible] to wait while they pass. I am sure your studies show the traffic too congested to allow this condition to continue.

I heartily approve of your plan to make West Tenth the through traffic street because the Ninth Street Shopping Area is too congested. Also, this project would help relieve the Sunday traffic jam at the Catholic Church. For three weeks each June I am especially aware of [illegible] congestion existing when my cherry picking crew of [illegible] travel from Mill Creek Road to Cherry Heights and all must use the narrow Ninth Street Bridge. Have you seen the road during June and July when the migrant labor camp residents must travel this route to and from work, too? I am sure many church-goers have.

An additional need for the [illegible] Street Bridge has arisen since the [illegible] Home was built. Elderly people are crossing the bridge on foot [illegible] now, and I have witnessed [illegible]

[illegible] you [illegible] over the valley, you would see [illegible]

[illegible]

I would like to add several casual comments. I've heard some of the things that have been said here recently in traffic counts -- maybe you can look at the map and see if nine thousand people come off the hill they have nine thousand streets to come down that hill on. But I fished that stream when I was a kid -- I'm not going to tell you how long ago that was -- but I know every fishing hole and every street that crosses that. If you look at that map, the [illegible] Street is one good crossing. When you start at [illegible] street you have to make a [illegible]. Fifth Street [illegible] Street is [illegible]. If you had a bridge across [illegible] you would [illegible] two [illegible] so you can put a bridge [illegible] [illegible] [illegible] the [illegible] is a need for it. [illegible], my [illegible] a little while cause I use to be a solid waste [illegible] agent, I suppose you would call it today. At that time I had a one-horse wagon and I was just a little kid and I was hauling what you call solid waste now, [illegible] old paper [illegible], and I have hauled many I [illegible] across the Fifth Street crossing. That is over forty five years ago and I never forget what my dad [illegible] a pretty good lecture on when I was in the early years, and he told me when I cross that bridge to be awful careful because it was [illegible] row and I could get in trouble [illegible]. [illegible] is still isn't any better. I [illegible] had so many people in the last few days talking about the [illegible], and so [illegible]. [illegible], the [illegible] important thing [illegible] make a better connection [illegible] across that [illegible] and I [illegible].

[illegible]

[illegible]

practically all the school busses [illegible] there and if one of those school busses either run together or with a truck or something there could be quite a loss of life there. You have only got one foot bridge on one [illegible] and that's for just pedestrians, you can't put any cycles or any horses across there, that forces kids on horseback [illegible] into that narrow traffic. That's all I have.

MAYOR SMITH: Thank you. [illegible]

MR. EARL [illegible]: My name is Earl [illegible], I represent the Chenowith Grange. I would like to see the Tenth Street [illegible] go through because I travel that street [illegible] many times a day [illegible] North and I think it would be a [illegible] thing to put that bridge [illegible] straight down Tenth. [illegible]

MAYOR SMITH: Thank you [illegible]

[illegible]

[illegible]

[illegible]

first time I have been back since I left office and noting the urgency of this project makes me come down here, and it is fun to be on the other side of the table here, too.

This project has been battered around the Council for years, it has been a needed project. It needs to have some more work done on it. I feel and think that the residents of this project have brought out some real good points. I feel that all of them can be answered if you take a little time. I do think this project is important, it is an important link in our circulation of traffic. Our Council has wrestled with these problems for years and we haven't had money to [illegible] or it would have been done many years ago. I [illegible] if I lived there I might think that it would devalue the property, and I do think that the project should go forward. Some of these [illegible] can be answered to these people's satisfaction, and I would like to have this Council to answer these problems to these people and then to proceed with the project [illegible] is very important to our community. Thank you.

MAYOR SMITH: [illegible]

MR. [illegible]: Thank you, [illegible] Traffic and safety [illegible] Council [illegible] Traffic [illegible], the Council, [illegible] adjacent streets [illegible] the general public of the City of The Dalles. We have, for all three factions, as of fifteenth--fourteenth, fifteenth and sixteenth running also from the tenth to the sixteenth, a traffic count summary intersections on Ninth and Trevitt and Tenth and Trevitt. The Traffic Safety Commission also [illegible] a traffic count for one week period on September the tenth through the sixteenth, and these are on record and I think that the people that are really interested in whether the bridge is needed and whether the cost can be afforded or [illegible] a hardship for John Doe or Mary Doe is something else. I think you will find by looking [illegible] this traffic count summary, I think you will see that, [illegible] the Traffic Safety Commission [illegible] actually the Ninth Street bridge [illegible]. Thank you.

MAYOR [illegible]: [illegible]

([illegible])

MAYOR [illegible]: [illegible]

[illegible]

[illegible] Representing [illegible] Traffic Safety Commission [illegible] The Dalles [illegible]

[illegible] Library. A letter from [illegible], a letter from Don Bailey, Orchardist, Orchard View Farms. Wilber Kelly, Wilson Meyers, and Thompson for the Chenowith Irrigation Cooperative, Incorporated. [illegible] Smith for Smith-Calloway. [illegible] Crane, President of the Chamber of Commerce. Fire Chief [illegible] Wilson, Don [illegible]. Gary [illegible] for the State Forestry Department, Keith Tucker, Secretary-Treasurer of the Wasco County Fruit and Produce League. We have a letter and report from the [illegible] of Oregon for the State Game Commission signed by James [illegible] which is not saying [illegible] that we would like to emphasize [illegible] adequate foot passage [illegible] people that [illegible] that it is a part of the [illegible].

MAYOR [illegible]: [illegible] of the Council would like to [illegible].

[illegible]

[illegible]?

[illegible]

dollars ($100,000) and the City has budgeted twenty thousand dollars ($20,000) in the budget. It is in there now to go towards this project. They also have an additional twenty five thousand ($25,000) out of revenue sharing and this has been approved by the State Highway Department and the Federal government that you can use TOPICS money on a project as long as it is not your matching amount. [illegible], we are going to match the eight thousand that the [illegible] is putting in and we have twenty thousand budgeted so we [illegible] match the eight thousand and still have the twenty five thousand dollars revenue sharing which is a legal expenditure as per the [illegible] State Highway Department.

COUNCILMAN [illegible]: [illegible] question, Your Honor, [illegible] of the City Council, [illegible], I [illegible] really [illegible] the years past, but I [illegible] to the Engineer, [illegible] improvement [illegible] dollars [illegible]

[illegible]

[illegible] as I recall, [illegible] it is [illegible] bridge across and you are directing all the traffic right into a residential-commercial district at Nineth and Trevitt.

COUNCILMAN SKOV: I am concerned with mainly the widening of the bridge at this time. You don't know what the cost would be? Approximately the same thing? You would have to tear the old one out and put a new one in?

ENGINEER TENNESON: Right.

COUNCILMAN SKOV: Isn't there some girders or something that had been planned for this or something? I remember hearing something about this.

ENGINEER TENNESON: We purchased some I beams, steel I beams several years ago to be used on the Tenth Street Bridge if they built the Tenth Street Bridge. They could be used on the Nineth Street bridge, but this has not been chosen, they have instead gone to reinforced concrete bridges and pre-stressed structures.

COUNCILMAN SKOV: Thank you.

MAYOR SMITH: Are there other questions? [illegible] I would like to point out to you that [illegible] will be [illegible] in the ten days after the close of this hearing [illegible] will be made part of the record. [illegible] all information developed at this hearing, [illegible] project, will be available [illegible] at the City Hall for public inspection and copy [illegible] the [illegible] of the project [illegible] Library

Administration.

For the last time, does anyone else want to say anything? If not ---

MR. JOHN LEWIS: Could we ask a question, Mr. Mayor?

MAYOR SMITH: Yes, John, if we don't get into too much.

MR. JOHN LEWIS: My question is, is it correct that one hundred forty thousand dollars ($140,000) is the cost of this project or is that only for the bridge alone and the street improvements would be an addition?

MR. DEL CESAR: In addition, that was the estimated cost of the bridge alone.

MR. JOHN LEWIS: The entire project would be in excess of one hundred forty thousand dollars ($140,000)?

MR. DEL CESAR: Yes.

MR. JOHN LEWIS: There are twenty two thousand dollars ($22,000) proposed assessment for the Catholic property any idea of some unknown additional cost in between [illegible] Street, [illegible] Wight and Mill Creek?

MR. DEL CESAR: Twenty two thousand dollars ($22,000) is the city share that I know.

MR. JOHN LEWIS: Thank you.

MAYOR SMITH: There being no further testimony, I'm going to thank you for this [illegible] [illegible] [illegible]. Thank you.

CERTIFICATE

STATE OF OREGON)
) ss.
County of Wasco)

I Carl R. Long, official Court Reporter for the Seventh Judicial District, hereby certify that I personally appeared at the time and place set forth in the caption hereof: That I then reported in stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting and that the foregoing transcript, pages 1 to [illegible], both inclusive, constitutes a full true and correct record of all such testimony adduced and oral proceedings had and of the whole thereof.

Witness my hand and [illegible] seal at The Dalles, Oregon, this ___ day of December 197[illegible].

Notary Public for Oregon
My Commission Expires December 13, 197[illegible]

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Bridge Views Presented

The record being assembled as the basis for decisions about the W. 10th Street bridge project gained considerable volume Monday night and will probably grow still larger.

About 100 persons were present for The Dalles City Council's public hearing on the proposal, and those who still want to express themselves on the subject have another 10 days in which to do so.

Testimony, including a transcript of oral presentations plus numerous written opinions, will be reviewed by the Federal Highway Administration. Court reporter Carl Long recorded the proceedings.

The project includes a 110-foot-long concrete bridge across Mill Creek and street work on both sides of the span. Included would be the block west from the Wright Street intersection to the creek and construction of a new connecting link with Cherry Heights Road several hundred feet farther west.

Federal TOPICS money would be used to finance part of the bridge. City expenditures plus assessments against property would finance part of the street improvement and construction.

First witness Monday was the Rev. William S. Shea, St. Peter's Catholic Church rector, who read an opposing statement on behalf of St. Peter's parish, the Roman Catholic Bishop of Baker and the Sisters of the Holy Names. The Sisters operate St. Mary's Academy. Collectively, the groups Rev. Shea represented own all of the property bordering the W. 10th right-of-way from Mill Creek to Cherry Heights Road.

Though not opposing the project itself, Rev. Shea stressed that the members of the parish could not shoulder the additional burden of a special improvement [illegible] [illegible] $3,-5[illegible]. He cited [illegible] in, a[illegible] [illegible] the [illegible] of the [illegible] and the [illegible] to [illegible] [illegible] if [illegible], [illegible] the [illegible].

Rev. Shea quoted from a council resolution a number of years ago agreeing to provide a pedestrian underpass if W. 10th were extended.

City Manager Del Cesar said further discussion of this provision, plus other project features, will be needed if the work goes ahead.

Cost of widening and improving 10th from Wright Street to Mill Creek has been estimated at about $12.000. Total cost of the extension to Cherry Heights Road has been estimated at approximately $90,[illegible] with the city providing part of the funds.

Other witnesses opposing the project included attorney John [illegible], representing property owners on the east side of the creek; [illegible] Reents, who suggested all possible [illegible] be used for improvement of W. 6th rather than [illegible]; Mrs. Richard [illegible] and Mrs. Diane [illegible], who [illegible] the proposed [illegible] [illegible] [illegible] were constructed.

Favoring the project were Walt Ericksen, Karl Thomsen, representing the Odd Fellows Lodge, Earl Salling representing Chenowith Grange, former Mayor John Skirving, and Don Hall, representing the City Traffic & Safety Commission.

Reents presented petitions signed by more than 250 persons opposing development of an arterial street in a residential area.

Ericksen told of difficulties with the narrow bridge on W. 6th and the need for a better east-west street to ease travel conditions for the fruit industry and those who occupy the migrant labor camp.

Cost of the bridge has been estimated at about $140.000. The city would match $20,000 of federal TOPICS money and would add other funds, including about $[illegible] in revenue-sharing money.

Also on Monday's agenda was a public hearing on the widening and [illegible] of Kelly Avenue from 10th Street to 12th Street. Cost has been estimated at close to $30,000, all of which would be borne by the city through federal revenue-sharing monies, except for straight curb reconstruction. Installation of a new sanitary sewer main would be included.

There were no remonstrances by property owners. Council voted to authorize the public works department to proceed with plans for the project.

VOL. 166 NO. 144 The Dalles, Oregon, Tuesday, Dec. 18, 1973

Bridge Views Presented

The record being assembled as the basis for decisions about the W. 10th Street bridge project gained considerable volume Monday night and will probably grow still larger.

About 100 persons were present for The Dalles City Council's public hearing on the proposal, and those who still want to express themselves on the subject have another 10 days in which to do so.

Testimony, including a transcript of oral presentations plus numerous written opinions, will be reviewed by the Federal Highway Administration. Court reporter Carl Long recorded the proceedings.

The project includes a 110-foot-long concrete bridge across Mill Creek and street work on both sides of the span. Included would be the block west from the Wright Street intersection to the creek and construction of a new connecting link with Cherry Heights Road several hundred feet farther west.

Federal TOPICS money would be used to finance part of the bridge. City expenditures plus assessments against property would finance part of the street improvement and construction.

First witness Monday was the Rev. William S. Stone, St. Peter's Catholic Church pastor, who read an extensive statement on behalf of St. Peter's parish, the Roman Catholic Bishop of Baker and the Sisters of the Holy Names. The Sisters operate St. Mary's Academy. Collectively, the groups Rev. Stone represented own all of the property bordering the W. 10th right-of-way from Mill Creek to Cherry Heights Road.

Though not opposing the project itself, Rev. Stone stressed that the members of the parish could not shoulder the additional burden of a street improvement assessment estimated at $22,500. He cited [illegible] in [illegible] question [illegible] maintenance of the Academy and the need to divide money, if available, to maintenance of the property.

Rev. Stone quoted from a council resolution a number of years ago agreeing to provide a pedestrian underpass if W. 10th were extended.

City Manager Del Cesar said further discussion of this provision, plus other project features, will be needed if the work goes ahead.

Cost of widening and improving 10th from Wright Street to Mill Creek has been estimated at about $12,000. Total cost of the extension to Cherry Heights Road has been estimated at approximately $30,000 with the city providing part of the funds.

Other witnesses opposing the project included attorney John Lewis, representing property owners on the east side of the creek; Bill Rooper, who suggested all possible revenue be used for improvement of W. Sixth rather than 10th; and Mrs. Richard Hemmer and Mrs. Diane Haas, who said they believe their properties [illegible] would be devalued if the project were constructed.

Favoring the project were Walt Ericksen, Karl Thomsen, representing the Odd Fellows Lodge, Earl Saling representing Chenowith Grange, former Mayor John Skirving, and Don Hall, representing the City Traffic & Safety Commission.

Rooper presented petitions signed by more than 250 persons opposing development of an arterial street in a residential area.

Ericksen told of difficulties with the narrow bridge on W. Ninth and the need for a better east-west street to ease travel conditions for the fruit industry and those who occupy the migrant labor camp.

Cost of the bridge has been estimated at about $140,000. The city would match $20,000 of federal TOPICS money and would add other funds, including about [illegible] in revenue-sharing money.

Also on Monday's agenda was a public hearing on the widening and improvement of Kelly Avenue from 10th Street to 12th Street. Cost has been estimated at close to $50,000, all of which would be borne by the city through federal revenue-sharing monies, except for straight curb reconstruction. Installation of a new sanitary sewer main would be included.

There were no remonstrances by property owners. Council voted to authorize the public works department to proceed with plans for the project.

Opposition Expressed

AMONG those testifying against the W. 10th Street project at Monday's The Dalles City Council meeting was Bill Rooper, pictured at microphone near front of council chambers. Part of large audience is shown. When he finished his presentation Rooper turned over to the council a set of petitions in opposition to the project.

12/18/73

[illegible] Com.
[illegible]
[illegible]

A Logical Improvement

(An Editorial)

12/15/73

Traffic on W. 10th Street would increase if the proposed Mill Creek bridge were built but the street need not, nor would it be allowed to become, a speedway.

Fears that diversion of some of the present W. Ninth traffic to W. 10th would somehow impair the quality of living in the neighborhoods above Ninth are recognized by city officials, who are prepared to apply whatever traffic controls are needed.

It would seem certain that the three-way stop arrangement would need to be continued at 10th and Mt. Hood Streets because of the heavy use of the latter arterial. Controls could be imposed elsewhere if needed.

W. 10th has long been considered a logical place for a new Mill Creek crossing. The bridge would make possible a straight-line connection with the segment of W. 10th (formerly Chenowith Road) that serves much of the Chenowith area.

The new bridge would have a 44-foot-wide travelway with sidewalks on each side. In comparing this with the 18-foot-width of the existing Ninth Street bridge one can get some idea of how the new project would facilitate the flow of vehicles.

Even if motor vehicle traffic as we now know it is gradually reduced and other ways of moving people from here to there are adopted, transportation by efficient, direct routes will always be needed in this mobile society.

Many arguments for and against the project are expected to be presented at Monday night's hearing before the City Council.

Hearings of this sort usually bring more negative than affirmative testimony. This is understandable because opposition tends to inspire action. The record, of course, will consist of the oral statements plus whatever written endorsements and statements of opposition are presented.

Persons who favor the bridge on the basis of safety, convenience or other considerations—including the prospect of one-time-only federal and state contributions totaling about $70,000—would do well to attend the hearing. It is set for 8 p.m. in the council chambers.

Hearing Scheduled On W. 10th Project

12/13/73

Complete with formalities decreed because of federal interests, a hearing will be conducted Monday at 8 p.m. in The Dalles City Council chambers on the long discussed W. 10th Street bridge project.

The hearing, with stenographic record required, will occupy the first part of the regular council meeting.

On the basis of presentations, written and oral, decisions will be reached on federal and state money allocations.

The project would provide a 110-foot-long bridge, crossing Mill Creek diagonally, and a connecting link with existing W. 10th near St. Peter's Catholic Church.

Cost presently is estimated by the State Highway Division at about $140,400. The federal share is placed at $61,093. The state would contribute $8,540 and the city would complete the financial package with an appropriation of $70,767.

City Manager Del Cesar explains the city financing this way: $45,000 was budgeted this year for the project, with $20,000 coming from the Street Department and $25,000 from federal revenue-sharing funds; the additional $25,767 would be provided through a supplemental budget or through budgeting from next fiscal year's revenue-sharing resources.

The federal money would come from the TOPICS (Traffic Operations Program to Increase Capacity and Safety) source which has been eliminated. Cesar said if the bridge project fails the city will be asked to release the money commitment so projects in other cities could be aided.

Opposition is almost certain to be expressed, city officials say. The opinion that a new cross-city route linking the Chenowith area to The Dalles is desirable has been challenged.

The Dalles Chamber of Commerce board went on record Monday favoring the project. St. Peter's parish dedicated the right-of-way for the street extension in 1956. The extension would go through an area north of St. Mary's Academy.

The project has been recommended in various studies going back at least the mid-1940s, though the basic planning and proposed alignment have undergone changes.

At present, vehicle bridges across the creek include those at Second, Sixth, Ninth and at the foot of the hill below Valle Vista Nursing Home.

The proposed W. 10th bridge would be 44 feet wide between curbs and have sidewalks on each side. It would be built of reinforced concrete with piers.

Extension Proposed

SECTION BEHIND car is the right-of-way for the proposed extension of W. 10th Street. Project, involving construction of bridge and new street section, will be in subject of a public hearing at 8 p.m. Monday at The Dalles City Council meeting. Car in picture has just turned left onto Cherry Heights Road from W. 10th, near St. Peter's Catholic Church.

Momentum In Some States

United Press International

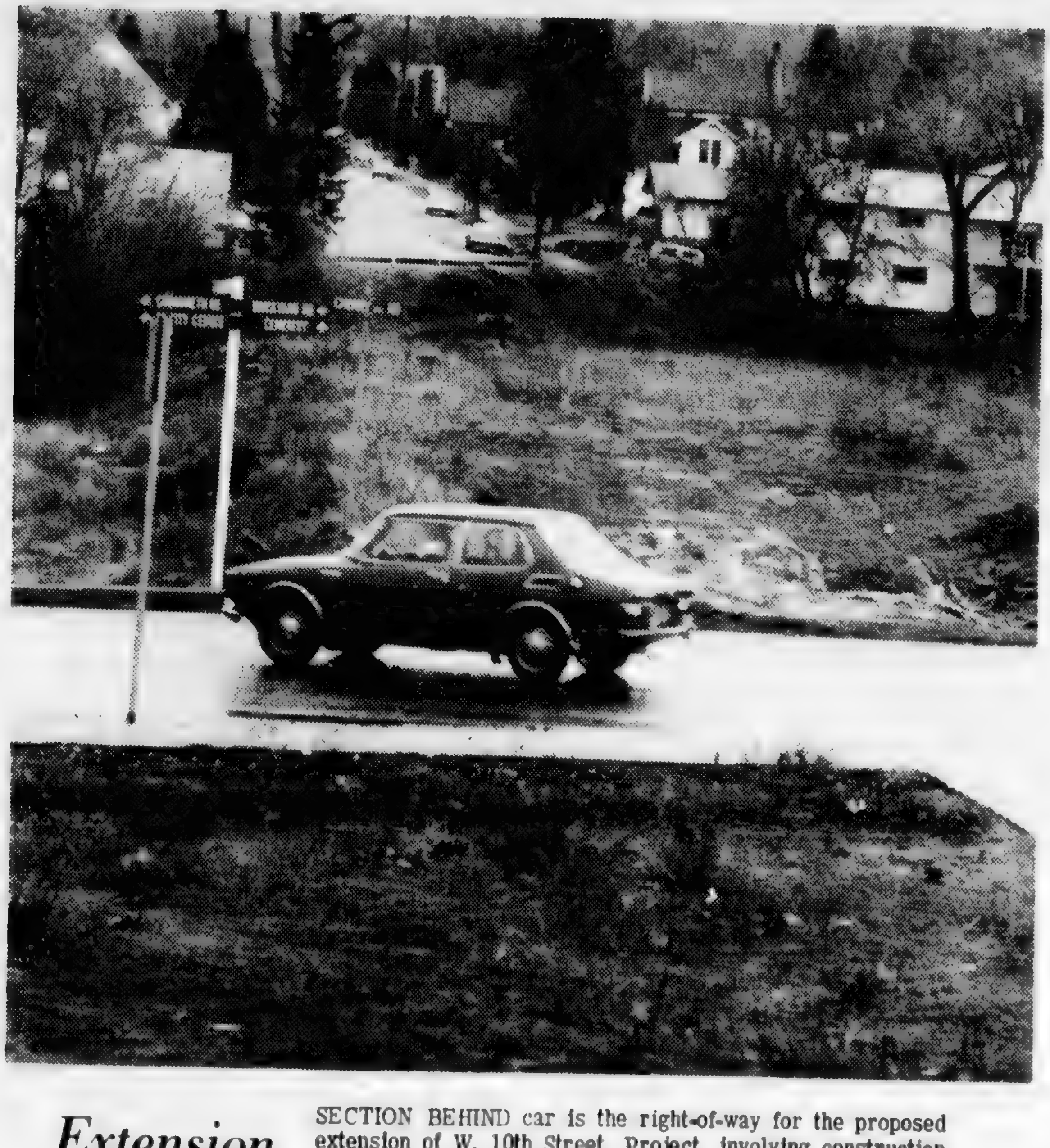
Leaders of a nationwide movement to keep independent truckers off the roads reported today the "park-in" was taking hold in Ohio, Pennsylvania, and parts of California.

The movement to keep trucks off the roads through Friday appeared to be gaining momentum in Illinois, Maryland and Nebraska as well, but elsewhere many state police

There were no injuries.

A spokesman representing

Spencer Libby



Extension Proposed

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NOTICE OF PUBLIC HIGHWAY HEARING

Notice is hereby given that the City of The Dalles proposes to hold corridor-design hearings pertaining to the improvement of the West Tenth Street from Wright Street to Cherry Heights Road lying within the City of The Dalles, Wasco County, Oregon.

The proposal consists of the installation of a bridge over Mill Creek and the construction of approximately 700 feet of street to complete West Tenth (W. 10th street). Construction to be a 44 foot curbed section including drainage and sidewalks.

The formal public hearing pertaining to the corridor-design features will be held in the Council Chamber on the second floor of City Hall, 313 Court Street in The Dalles, Oregon, on Monday, December 17, 1973, beginning promptly at 8:00 p.m. at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and in addition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right-or-way acquisition and construction will be discussed at the formal hearing, along with relocation assistance programs available to these persons who may be affected by the proposal.

A statement regarding the environmental effects this proposed project will have on the area is available at the City Hall and will also be available at the hearing for review and information.

If any questions arise pertaining to this matter, please contact Mr. Del Cesar City Manager, phone 296-5481.

CITY OF THE DALLES
John B. Thomas
City Clerk
November 14 &
December 7, 1973
No. 238

Affidavit of Publication

STATE OF OREGON,
County of Wasco } ss.

I, Donna Rhodes, being first duly sworn, depose and say that I am the principal clerk of the publisher of The Dalles Chronicle, a newspaper of general circulation, as defined by sections ORS 193.010 and 193.020; Oregon Compiled laws, annotated; printed and published at The Dalles, in the aforesaid county and state, that the Notice of Public Highway Hearing a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for Two successive and consecutive weeks in the following issues: Nov. 14, Dec. 7, 1973

Donna Rhodes

Subscribed and sworn to before me this 7 day of December, 1973.

Notary Public for Oregon.

NOTICE OF PUBLIC HIGHWAY HEARING

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CITY OF THE DALLES

John B Thomas

John B. Thomas - City Clerk

November 14 & December 7, 1973

Letter re 10th Street Bridge over Mill Creek sent to following 12-4-73:

The Dalles Clinic

Mr. Charles A. Grant, 914 E. 12th Street

I.O.O.F., 421-1/2 E. 2nd Street

Mr. Verne L. Lousignont, 913 Kingsley W.

Mr. Clayton McCall, County Road Department, 1819 W. 10th Street

Mr. James Sandoz, 917 W. 10th Street

Mr. Paul Sandvol, 1417 E. 11th Street

Ray Schultens Ford, 118 E. 3rd Street

Sheriff Ernie Mosier, Wasco County Courthouse

Silver Wheel Freightlines, Inc.

Smith Callaway Chapel, 311 Union Street

Spencer & Libby Funeral Home, 1100 Kelly Avenue

United Parcel Service, 3604 W. 6th Street

12-7-73
Dr. [illegible] L. Stevenson, [illegible] Cherry Heights Road
Mr. Wilbur Kelly, [illegible] Cherry Heights Road

12-11-73
Mr. Ed Geiger, Kargl, Elwood & Geiger, 212 E. 4th Street

12-12-73
List of names sent to Walt Ericksen (2 pages)

Oregon State Game Commission, Mr. James A. Newton, Regional Office, Bend, OR 97701

Letter re W. 10th Street Bridge over Mill Creek December 3, 1973

Mr. Don Agidius
The Dalles Cherry Growers
E. 1st & Madison Streets

Mr. Don Bailey, Rt. 2

The Dalles Chamber of Commerce
404 W. 2nd Street

Columbia Basin Nursing Home
1015 Webber Street

Mr. Art Thompson, Chairman
Chenowith Water District
2326 W. 10th Street

Mr. Walter Ericksen
2531 Wright Street

Mr. Bud Hagen
Westin Real Estate
509 W. 9th Street

Judge O. W. Kortge
Wasco County Courthouse

Mr. Wilson Meyer, 330 W. 20th

Mill Creek Grange
Mill Creek Road

Mr. Sam Muirhead
Muirhead Canning Co.
Mill Creek Road

Traffic & Safety Commission
P. O. Box 338

Oregon State Forestry Dept.
3701 W. 13th Street

Mr. Duane Peterson
Benjamin Franklin Savings & Loan
120 E. 4th Street

Mr. John Meredith, Supt.
School District No. 9
3632 W. 10th Street

Mr. George Yertson, Supt.
School District No. 12
10th & Court Streets

Stadelman Fruit Co.
206 Laughlin Street

St. Mary's Catholic School
1112 Cherry Heights Road
The Dalles

St. Peters Catholic Church
W. 10th & Cherry Heights Road

Mr. Keith Tucker
Fruit & Produce League
Stadelman Fruit Co.
206 Laughlin Street

Wasco County Planning Commission
Courthouse Annex B, Room 122

The Dalles Fire Dept.

Zone 2 Fire District

MAILING LIST FOR NOTICE OF WEST TENTH STREET BRIDGE NOVEMBER 15, 1973

1 Mr. and Mrs. Elmer J. Clifford
901 West Tenth St.

2 Mr. Ted Walker
903 West Tenth Street

3 Mrs. Kasberger
914 West Tenth Street

4 Mr. and Mrs. James Candoz
917 West Tenth Street

5 Mrs. Dorothy McDaniel
922 West Tenth Street

6 Flora Yeackel
1003 West Tenth Street

7 Mr. and Mrs. Don Maes
1008 West Tenth Street

8 Mr. and Mrs. Richard Hammer
1009 West Tenth Street

9 Mr. and Mrs. Melvin Olmstead
1021 West Tenth Street

10 Rev. Wm. Stone
St Peter Catholic Church
122 West Tenth Street

11 Mr. and Mrs. Wm. S. Rooper
1002 West Eleventh

12 St. Marys Convent and School
1112 Cherry Heithes Road

13 Canlu Apts.
910 Cherry Heights Road

14 Mr. George Stadleman
605 Pentland Street

15 Mr. Edward G. Gaiker % K.[illegible]
P. O. Box The Dalles

16 Mr and Mrs. Edward L. Stevenson
919 Chenowith Road

17 Mr and Mrs. Wilber Kelly
1001 Chenowith Road

18 Dr. Derrel Remple, Sec.
Columbia Lodge I!O.O.F.
302 East Fourth Street

19 Mr. John Lewis
508 Washington

20 Mr. M. D. Van Valkenberg
214 E. Fifth Street

21 Mr. Ron Somers
P. O Box

Dick and Dick

Seperate Letters to
WASCO COUNTY at the Court House
23 Court
24 Assessor
25 Engineer
26 Sherrif
27 Clerk

28 Road Dept. 1819 West Tenth

29 Planning Commission 502 East 5th
30 Soil Conservation Service
502 East 5th

31 The Dalles Chamber of Commerice
P. O. Box

32 The Port of The Dalles
P. O. Box

33 Mr. Stan Sawyer
Mr. Allen Franz
Ninth Street Market
505 West Ninth Street

34 Donns Market
516 West 9th

35 Harrys Radio and T.V.
500 West Ninth

Weeks
36 Jim/[illegible] The Dalles Charoncile
37 K.A.C.I.
38 K G L X

39 Mid Columbia Community Action
300 [illegible] East 2nd Street

40 Mr. D. Peterson, Chairman
City of the Dalles Planning Comm.
% Don Franklin
120 East Fourth Street

41 Mr. and Mrs. S. Allen Tom
1815 Liberty Way

42 Mr. Minor Brady
415 West 8th Street
43 Mr. George Yertsen
Supt. Dist 12
Tenth and Court Street

Mr. ~~[illegible]~~ John Merdith, Supt
44 School Dist. no 9
3632 West Tenth Street

45 Mr. Wally Kruger
Westgate Super Market
816 Chenowith Loop West

For City (in Boxes)
46 Public Works
47 Police Dept.
48 Engineering
49 Planning

909 West

3 Mrs. Kasberger
914 West Tenth Street

4 Mr. and Mrs. James Sandoz
917 West Tenth Street

5 Mrs. Dorothy McDaniel
922 West Tenth Street

6 Flora Yeackel
1003 West Tenth Street

7 Mr. and Mrs. Don Maes
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Columbia Lodge I!O.O.F.
302 East Fourth Street

19 Mr. John Lewis
503 Washington

Mr. M. D. Van Valkenberg
20 214 E. Fifth Street

Mr. Ron Somers
21 P. O Box

Dick and Dick
22 East fifth and Washington

Engineer
25 Sherrif
27 Clerk

28 Road Dept. 1819 West Tenth

29 Planning Commission 502 East 5th
30 Soil Conservation Service
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Harrys Radio and T.V.
35 500 West Ninth

Jim/Weeks The Dalles Charoncile
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37 [illegible]
38

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Tenth and Court Street

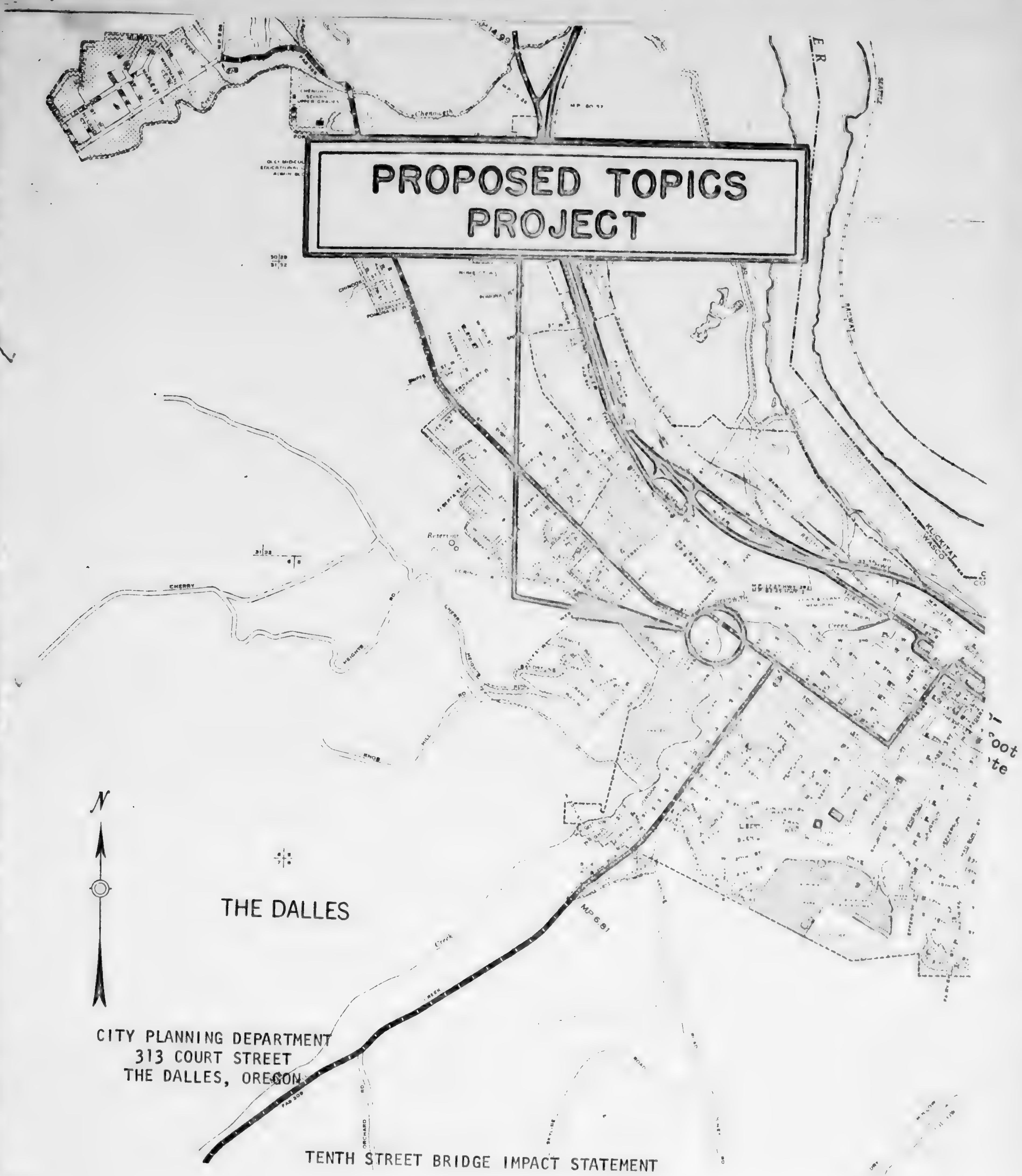
Mr. ~~Ebk~~ John Merdith, Supt
44 School Dist. no 9
3632 West Tenth Street

45 Mr. Wally [illegible]
Westgate Super Market
816 Chenowith Loop West

For City (in [illegible])
46 Public Works
47 Police Dept.
48 Engineering
49 Planning
50 Fire Dept.

Del - Do you Think of anyone else?

JB



CITY PLANNING DEPARTMENT
313 COURT STREET
THE DALLES, OREGON

TENTH STREET BRIDGE IMPACT STATEMENT

6500

11200

iority project by the City's
is a graphic display of pro
higher the rating the more

TENTH STREET BRIDGE

IMPACT STATEMENT

DESCRIPTION OF PROJECT

The proposed project consists of constructing a reinforced 44 foot curb-to-curb concrete bridge over Mill Creek with approximately 700 lineal feet of 44 foot wide roadway to be curbed, graded, rocked, and paved. The project would complete Tenth Street between Cherry Heights Road and Wright Street.

Appendix Item A, is an aerial photo showing the site.

PURPOSE OF PROJECT

To provide:

1) A continuous east-west arterial through the City of The Dalles, for the public who wish to travel across town without passing through the downtown commercial area;

2) An improved route for school buses, emergency vehicles and some commercial vehicles;

3) Better access for orchardists, ranchers, residents of the developing Chenowith Area, and other members of the public passing through this area; and

4) An improved traffic pattern to eliminate the present problems created by vehicles making the complicated turns between Ninth to Tenth on Cherry Heights Road.

PRESENT TRAFFIC SITUATION

		Last traffic count	1973 est.	Max. capacity
W. 9th St.	Wright St to Cherry Hts Rd	4000 (1970)	4300	7500
W. 10th St.	Cherry Hts Rd to Webber Rd	3700 (1971)	4300	8100
Cherry Hts Rd	9th to 10th	4700 (1971)	5000	8700
W. 9th St	Union St to Trevitt	3380 (1970)	3600	6500
W. 10th St.	Trevitt St to Mt. Hood St	2600 (1970)	2600	6500
E. 3d		9900 (1972)	10200	11200

Tenth Street is designated arterial street for the City.

This project is designated as the number one priority project by the City's Arterial Street Systems Plan. Appendix Item B is a graphic display of proposed TOPIC projects and shows their rating. The higher the rating the more critical the project.

HISTORY OF THE PROJECT

Construction of a through route across town that would help relieve congestion in the downtown area was first proposed in a report presented to the City Council in the mid 1940's. The proposed crossing was slightly to the south of the present project and would have used Twelfth Street.

By 1956 the State Highway Department's plans called for construction of the bridge at the present site. This bridge would then have been connected to Twelfth Street by a sweeping S-curve.

In 1961 the City Planning Commission working in conjunction with a consultant prepared a plan entitled, Planning for Streets. One of the proposed projects was the construction of the bridge at the present site and the widening of Tenth Street.

The idea of the project has remained the same to this date, and has been reconfirmed in the City's Comprehensive Plan (1969), the Traffic Safety Program & Arterial Street System Plan (1971), and 1980 General Plan of Highway and Street Improvements (1972). The proposal has always been considered one of the first order.

PROBABLE IMPACT OF THE PROJECT ON THE NATURAL ENVIRONMENT

Land-use Land use in the area is presently single-family residential. It is unlikely this will change in the immediate area of the bridge. There is some possibility that the commercial area at the Ninth Street Shopping Area may develop towards Tenth Street as a result of this change in vehicular patterns, however, it is unlikely additional commercial zoning will be necessary as it is the intention of the Comprehensive Plan that this remain a neighborhood center only.

The Comprehensive Plan calls for a park walkway along Mill Creek, however, the bridge project should not have a detrimental effect on this proposal.

WATER RESOURCES

Although at the time of construction some detrimental effects to water quality may be experienced in Mill Creek this should be extremely small because as now planned there will be no construction work taking place in the stream itself. Some additional run-off generated by the paved surfaces will be captured by gutters and catch-basins then routed into the stream resulting in no adverse effect to Mill Creek.

AIR QUALITY

Some adverse effects on air quality may be generated by the heavy equipment exhausts during construction and vehicular traffic on the completed street afterwards, however, overall change should be small as most of the traffic that will use the street is presently using Ninth Street which is in close proximity to the project area. It is probable that the reduction of the number of idling vehicles at the stop signs on Ninth and Tenth Streets may even cause some reduction in air pollution levels that are generated at times of high traffic congestion.

The 1976 Environmental Protection Agency Standards for air quality should further reduce any increase in air pollutants that might occur.

WILDLIFE RESOURCES Evidence indicates the existence of small birds and squirrels resting in the area.

A winter Steelhead run exists in Mill Creek around early spring, usually in March or April. There is also a possibility of some sea run Cutthroat Trout entering the stream about the same time as the Steelhead.

Native fish are the Rainbow Trout and some trash fish, such as Suckers and Speckled Dace.

Since there is to be no construction taking place in the stream itself, there is little likelihood of any detrimental effect occurring to the fish life, although special precautions, such as protective berms, may have to be taken during the Steelhead run to ensure construction materials do not enter the creek.

VEGETATIVE RESOURCES A few young willows and blackberry plants will be effected by the project, as well as a variety of small grasses, forbes, lichens, and mosses.

It would appear unlikely that any of the larger trees will be effected by the proposed alignment.

Overall impact on the vegetative resources will be almost non existent.

PROBABLE EFFECT OF THE PROJECT ON THE SOCIAL ENVIRONMENT

Noise levels will be increased considerably in the immediate vicinity of the project during construction, however, this will be of short duration. Of greater concern to local residents will be the increased vehicular noise introduced into a previously relatively quiet residential neighborhood. Although the traffic noise level on the street will probably not be so bad as to create serious problems for residents any time in the foreseeable future, and certainly will not reach levels detrimental to the physical wellbeing of people in the area, it will nevertheless be psychologically more noticeable because of its previous non-existence. On an overall basis, however, it should be remembered that although this area will receive some increase in noise other nearby areas will benefit from a decrease in noise levels.

EMERGENCY SERVICES

Increased efficiency on the part of emergency vehicles will be a probable result of a better arterial street system, and particularly better access to and from the Chenowith Area and into the project area.

TRAFFIC IMPACT

Increased efficiency regarding bus routes is a predictable result of the project. Also reduced congestion and required turns should lower the potential for accidents.

Increased vehicular traffic as the previously deadend street may increase the possibility of accidents within that area, however, considering the street width and improvement of traffic circulation patterns it is more likely that vehicular accidents will be reduced overall rather than increased.

Pedestrian-vehicular conflict may increase somewhat, however, most of Tenth Street has had its character as an arterial street established long ago and should cause little increased problem. Only in the relatively small area of the "dead-end" street will the increased traffic be a large influence requiring someechanges in pedestrian habits.

ALTERNATIVES CONSIDERED

The only other alternative considered was not constructing the project. This would not eliminate any of the problems to be solved by the project's completion, but would maintain noise and traffic at their present levels with only those increases inherent in the neighborhood taking place.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Those materials used in the grading, basing, and paving of the street and materials used in the bridge construction will be lost. Also lost will be the fuel and lubrication elements used by the construction machinery.

No other elements will be irreversibly committed.

AGENCIES CONSULTED ABOUT THE PROJECT

Oregon State Highway Department

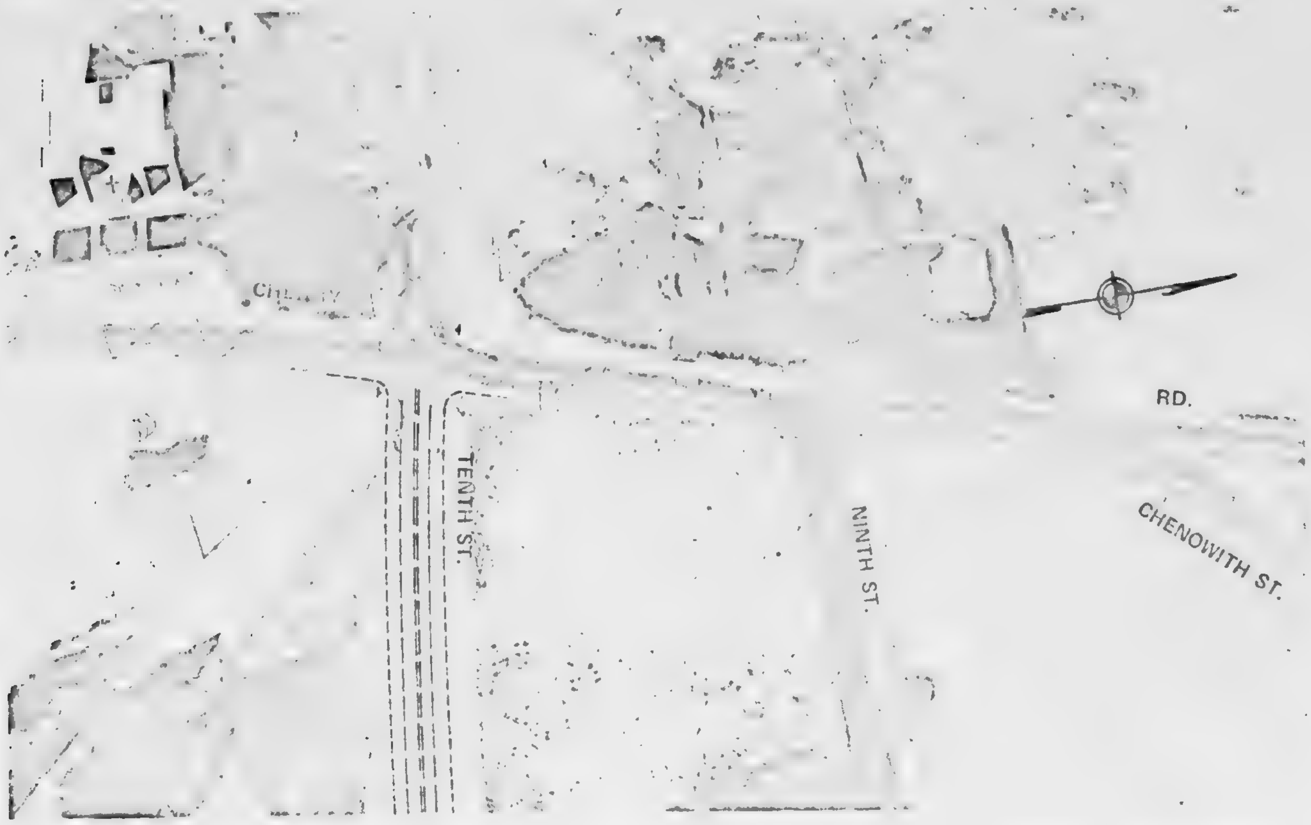
Oregon State Fish and Game Commission

SUMMATION

Although it may be argued that there may be some decrease in air quality during peak traffic periods as well as an increase in noise pollution and traffic levels in the impact area, it is apparent that overall environmental impact will be negligible.

The greatest impact will probably revolve around the psychological impact of opening a previously residential area to through traffic. This is not to be underestimated or brushed aside, yet it is the responsibility of the city to work for the best interest of the citizens of the city as a whole. Part of this responsibility is the creation of an adequate street system, and this proposed project has been an important segment of the city's street system plan for almost thirty (30) years.

PROJECT NO. 1 - West 10th Street Connection Between Cherry Heights Road and Wright Street.



Present northwest to southeast traffic movement through The Dalles along the 10th Street corridor must use Cherry Heights Road to West 9th Street. 9th Street passes through a suburban neighborhood shopping center between Bridge and Pentland Street and is not continuous through the City.

Current planning indicates that 10th Street should become the

TABLE VI-1

PROPOSED TOPICS PROJECTS

NO.	PROJECT	ESTIMATE COST	RATING PER ITEM: TRAFFIC: VOLUME	CONGESTION	CONFLICT	CONTROL	ACCIDENTS	CONDITIONS: ROADWAY	ROADSIDE	FACTORS: ENVIRONMENT	ECONOMIC	TOTAL RATING	PRIORITY
1	W. 10th STREET CONNECTION. CHERRY HTS. RD. TO WRIGHT STREET INCLUDING MILL CREEK BRIDGE.	$ 85,000	10	8	10	10	10	10	8	8	6	80	1
2	KELLY STREET WIDENING AND RECONSTRUCTION BETWEEN 10th AND 12th STREETS.	15,000	10	8	8	8	10	10	8	10	10	74	2
3	RESIGNALIZATION OF CBD INCLUDING NEW SIGNALS ON COURT AT 2nd AND 3rd STREETS	150,000[1]	10	10	10	6	10	6	6	6	2	66	[illegible]
4	BREWERY GRADE RECONSTRUCTION	135,000[2]	10	8	6	6	10	10	8	6	2	66	4
5	TRAFFIC SIGNALS AT 4th AND WASHINGTON	12,500	6	6	8	8	6	6	8	8	6	62	5
6	TRAFFIC SIGNALS AT 4th AND UNION	12,500	6	6	8	8	6	6	8	8	6	62	6
7	WIDEN E. 10th STREET BETWEEN KELLY AND LEWIS STREETS	75,000	6	6	6	6	8	10	8	6	4	60	7
8	INCREASE 10th STREET CAPACITIES BETWEEN WRIGHT AND WASHINGTON STREETS	-[3]	8	6	6	6	10	5	5	5	9	60	8
9	INTERSECTION ALIGNMENT AT E. 10th AND WASHINGTON STREETS	-[4]	8	8	6	6	4	6	6	6	5	55	9
10	WIDEN E. 10th STREET BETWEEN WASHINGTON AND KELLY STREETS	15,000	8	6	6	5	4	6	6	6	7	54	

THIS IS A PARTIAL LIST OF STREET IMPROVEMENT PROJECTS CONSIDERED FOR TOPICS TYPE WORK. THIS LIST SHOULD BE REVIEWED AND UPDATED ANNUALLY AS A PART OF THE CONTINUATION PROGRAM.

PROJECT BUDGET (ANTICIPATED TOPICS BUDGET FOR FY 70, 71 AND 72)

FEDERAL FUNDS	$ 63,000
STATE FUNDS	21,000
LOCAL FUNDS	21,000
TOTAL	$105,000

RECOMMENDED PROJECTS

1. W. 10th STREET CONNECTION	$ 85,000
2. KELLY STREET-10th TO 12th	15,000
TOTAL	$100,000

NOTES:

1. RESIGNALIZATION OF CBD SHOULD BE CONSIDERED IN CONJUNCTION WITH A COMPREHENSIVE DOWNTOWN PLAN AS RECOMMENDED IN CHAPTER VIII.
2. THE COUNTY WILL ASSIST WITH GRADING AND OTHER WORK, REDUCING THE PROJECT COST TO THE CITY. THIS PROJECT REQUIRES ADDITIONAL INVESTIGATION AND FINAL DESIGN.
3. IMPROVE 10th STREET CAPACITY BY REMOVING ON-STREET PARKING AS THE CORRIDOR TRAFFIC INCREASES.
4. THERE ARE RIGHT-OF-WAY PROBLEMS TO BE SOLVED FOR THIS IMPROVEMENT. THIS IS A LOW PRIORITY PROJECT AND REQUIRES ADDITIONAL INVESTIGATION.

T

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 3, 1972

RECEIVED
COUNTY & CITY SECTION

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

TOPICS Project T-5029
Cherry Heights Rd.-Wright St. Sec.
West Tenth Street
City of The Dalles

Dear Mr. Simpson:

This negative declaration is to accompany our request for approval of a Federal-Aid TOPICS Project T-5029, Cherry Heights Road-Wright Street Section, West Tenth Street.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on West Tenth Street in the City of The Dalles, County of Wasco, between Cherry Heights Road and Wright Street.

The proposal consists of constructing a reinforced concrete bridge approximately 50 feet long over Mill Creek with a 44-foot curb-to-curb roadway, and 5 feet of sidewalk on each side of the roadway with guard rail on an existing 60-foot wide right-of-way. In addition to the structure, approximately 700 lineal feet of 44-foot wide roadway will be curbed, graded, rocked and paved.

PURPOSE OF PROJECT West Tenth Street is the only street with continuous east-west alignment through the City of The Dalles above the bluff. The construction of this project will provide a complete improvement on Tenth Street so that vehicles may travel across town and to and from the county areas without detouring or going through the downtown commercial core area of the City. The completion of this section of Tenth Street has been of high priority on the City's comprehensive plan for many years. This direct route will be used extensively by school buses, orchardists and ranchers for farm-to-market business, as well as by the general public. West Tenth Street is a 60-foot wide right-of-way at this location. It was dedicated many years ago by the adjacent property owners. It will be sufficient for the proposed construction with the exception of some minor slope easements which are agreeable to adjacent property owners.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The proposed project will provide the City of The Dalles and adjacent county areas with a direct route through the City and will complete that phase of the City's comprehensive plan. There will be an economic benefit because of the reduced costs of travel. The safety factor for both vehicles and pedestrians will be enhanced. This new route will eliminate the necessity of using the extremely narrow bridge (18 feet wide) over Mill Creek on Ninth Street. Children going to and from school will especially benefit from the shorter route and by the use of the proposed sidewalk.

There will be no loss of usable land for residential, commercial or other purposes. The adjacent property owners dedicated the necessary right-of-way many years ago. They anticipated the necessity and advantages of this additional crossing of Mill Creek. There are no required relocations of either underground or overhead utility systems. No trees will be destroyed.

The usage of Mill Creek and its recreation facilities is important in the life of the community, especially for children who fish the creek and play along its banks. There will be no change in this respect from the construction of this work.

There will be no inconvenience to the public during construction inasmuch as this is new construction.

There are no park, recreation or historic facilities directly affected by the project nor will any wildlife nesting or feeding grounds be adversely affected.

BASIS FOR NEGATIVE DECLARATION

The proposed project has been shown on the comprehensive traffic circulation plan of the City for many years. The benefits of the finished project are readily discernible. The detrimental impact is nil.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on informatin furnished by the City of The Dalles, and your concurrence is respectfully requested.

Very truly yours,

Tom Edwards
State Highway Engineer

By R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State
Highway Division

Concur R E Simpson
Division Engineer

Date JAN 20 1972

AP:pb

cc: C. [illegible] Baldwin
Tom Edwards
[illegible] B. [illegible]
L. H. Young
W. D. Wolfe
F. [illegible] Hall
H. S. Cox
[illegible] Chase
J. [illegible] Putnam

[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PETITION

To The Dalles City Council:

We, the undersigned residents of the City of The Dalles, oppose the construction of the Tenth Street Bridge across Mill Creek because the creation of an arterial street in a residential area is poor planning and because changed business locations have created an immediate need to improve Sixth Street traffic facilities.

SIGNORS MUST BE AGE 18 AND OLDER.

NAME	ADDRESS
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
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[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Michael McCan	1510 Thompson
Doug Baker	" "

PETITION

To The Dalles City Council:

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SIGNORS MUST BE AGE 18 AND OLDER.

NAME	ADDRESS
Kathrene [illegible]	[illegible]
[illegible]	[illegible] Rd
[illegible]	[illegible] Rd
[illegible]	[illegible] St
[illegible]	[illegible] Ln.
[illegible]	[illegible]
Ruth A. [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Betty [illegible]	[illegible]
Helen [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Mary [illegible]	[illegible]
[illegible]	[illegible]
Hazel [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Nellie [illegible]	[illegible]
[illegible]	[illegible]
Michael McCan	1510 Thompson
15 Doug Baker	" "

PETITION FOR SPECIAL IMPROVEMENT

Date 12-27-73

TO THE HONORABLE MAYOR & CITY COUNCIL OF THE DALLES, OREGON

Gentlemen:

We, the undersigned residents of the area, do hereby petition your honorable body to construct the W. 10th Street BRIDGE ACROSS MILL CREEK, and the connecting link westerly to Cherry Heights Road.

WE ARE IN FAVOR OF THIS CONSTRUCTION BECAUSE IT IS URGENTLY NEEDED IN OUR COMMUNITY.

NAME	ADDRESS
Mrs. Elmer Otto	1003 Kingsley
Lester Schaefer	2031 Liberty Way
Willard Ober	743 Pleasant Crt.
C. V. Mason	923 West 9th
Mrs. Willard Ober	743 . W. Crt. Pleasant
L. E. Martin Rn	811 W 6th st
Mark V. Ruddy	RT. 4 Box 210-A, The Dalles
M. R. Denton	2204 W 13th
Mrs Walt Francis	3519 Mill Cr. Rd.
Glen T. Schultz	1022 E. 7th St.
Dyck Quarsten	Rt # 1 The Dalles, Oregon
Carl Compton	220 W 14th The Dalles Ore.
Clarence Zurik	716 W 9th The Dalles Oreg.
Lloyd K Bailey	611 W 8th The Dalles Ore
Arden Gustafson	809 W 9th St
Henry Streiff	900 Wright St. The Dalles Ore
Lurita L. Streiff	900 Wright St The Dalles Oreg
Ronald B. Nelson	1003 W. 9th, The Dalles
Edna K. E. Nelson	1003 W. 9th, The Dalles
Russell Larkins	1104 Dry hollow Rd.
James D. Miller	2006 W. 10th St.
Dorothea Miller	2006 W. 10th St
James L. Spoch	1423 E. 9th St
Leta Richardson	1000 W 9 St.
Betty J. Dyer	1000 W 9 St.

12-27-73
Received 3:57 P.M.
Jean [illegible]

The Dalles, Oregon
December 18, 1973

We, Citizens of The Dalles, strongly feel the need of a continuous east-west arterial through the City of The Dalles, not only as a convenience to us in our every day travel, but as an improved route for commercial vehicles, school buses, farmers, and emergency vehicles, as well as a better access for other members of the public passing through this area.

Because of this need of an improved traffic pattern, we wish to go on record favoring the construction of a West Tenth Street Bridge crossing Mill Creek, at an early date.

NAME	ADDRESS
Mr + Mrs Thomas Haslett	815 E 11th ST
[illegible]	[illegible]
Mr + Mrs [illegible]	[illegible]
Mr + Mrs Daniel C. Mauser	2235 W 10th
Mr Bill [illegible]	917 Myrtle St
Russel [illegible]	2424 W. 9th
Robert J. Proffitt	2215 W 10th
Russel C. Ross	2208 W 10th
Myrtle Carnathan	2242 W 10th
Dan Williams	2303 W 10th
Marvin R. Springs	909 [illegible] St W.
Myron J. Howell	1318 Lewis St.
Merrie A Pearce	715 Chenowith Loop Rd West

MEMO TO FILES
May 22, 1973

Re: TOPICS Project T-5029(1)
Cherry Hts. Rd.-Wright St. Section
West 10th Street
City of The Dalles

The present estimate of cost for this project far exceeds the TOPICS funds available to the City.

Various means have been tried to bring the cost within the City's reach, all of which have failed or have been unacceptable to the City.

A recent meeting with the City indicated that a bridge is the most desirable way to span Mill Creek and the City is attempting to set aside some of its Revenue Sharing money to supplement its TOPICS funds to accomplish this.

The possibility also exists that the project could be canceled, in which case the City would have to pay for that portion of preliminary engineering not reimbursed by Federal funds. Therefore, no further engineering work should be charged to the project without prior City approval.

Until such time as a firm commitment of funds can be made by the City, place this project on a "LATER" category on the Schedule of Contract Lettings.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: A. E. Johnson
R. L. Schroeder
W. J. Hart
J. H. Versteeg
L. H. Young
J. F. Putnam
B. L. Gifford

☐ ENGR. ☑ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE R RE ☒ RPE ☐

The Dalles

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1973

To:

MEMO TO FILES

SUBJECT: Mill Creek Bridge
Cherry Heights Road-Wright Street
City of The Dalles
Wasco County

RECEIVED
COUNTY & CITY SECTION
MAY 22 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

The proposed structure is a new crossing of Mill Creek for an extension of 10th Street to Cherry Heights Road. Mill Creek is a tributary of the Columbia River, draining an area of approximately 62 square miles at the project site. This water shed, which provides domestic water for the city, originates near the base of Mt. Hood and flows in a northeasterly direction entering the Columbia River at The Dalles. The basin is rectangular in shape, having a length of 20 miles and an average breadth of 3 miles.

Stream flow records have been kept by the US Geological Survey for the South Fork of Mill Creek since October of 1959. During this period the largest recorded peak was on December 22, 1964, measuring 1,220 cfs for the contributing 28-square-mile basin area. The 1964 flood is estimated to have had a return frequency of about 30 years.

In the channel reach crossed by the 10th Street project, Mill Creek is confined to a deep and relatively narrow channel. During the 1964 flood, water remained within the creek banks. A highwater elevation of 138.4 feet was estimated by the field for a point about 200 feet downstream and submitted with the vicinity map. This elevation, when adjusted for stream gradient, indicates a probable highwater elevation at the proposed bridge site of 143.0 feet. The average hydraulic gradient is 1.8 percent.

The 1964 flood was chosen for the design flood because it is the largest flood of known record and had a return frequency exceeding the normal design frequency of 25 years. Following are estimated peak flows for the indicated flood events:

Frequency	Peak Flow	Highwater Elevation
10-year	2,200 cfs	141.8 feet
25-year	3,200 cfs	142.8 feet
1964 flood	3,450 cfs	143.0 feet
50-year	4,200 cfs	143.8 feet

Debris is a severe problem during highwater because the creek is relatively narrow and has thick vegetation lining it. Erosion does not appear to be a problem. Bank vegetation and the basaltic rock outcroppings prevent large changes in the channel cross-section.

Based on the preceding information the following recommendations are made. First, the channel below design elevation 143º should be completely spanned to prevent accumulation of debris on the bridge bents. Second, loose riprap will be required as backfill in those areas below elevation 143º that are disturbed. If basalt rock is found in the disturbed areas, then riprap would not be required.

A large 40' x 18' super span arch was studied for use at this location and was found to be both hydraulically and economically feasible as an alternate. The City of The Dalles does not favor this alternate, perhaps because of an adverse effect on the esthetics of the creek in this residential area.

Richard L. Lenz
Hydraulic Engineer

By
Stephen H Macnab
Stephen H. Macnab
Hydrologic Engineer

SHM:jp
cc: V.D. Wolfe
Walt Hart
Si Cox ✓
J.F. Putnam

HYDRAULIC DATA

	Design Flood	Max.Flood yr (1964)
Discharge–c.f.s.	3,450 cfs	3,450 cfs
Frequency-yrs	30 years	30 years
H.W. Elevation Natural Channel	143.0 ft	143.0 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	10 fps	10 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

MILL CREEK (10th Street) BRIDGE
CITY OF THE DALLES

COMPILED BY	DATE
MACNAB	May 18, 1973

RECEIVED

R

July 19, 1972

City of The Dalles
City Hall
The Dalles, Oregon 97058

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attention: John Thomas
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS Project on the Cherry Heights Road-Wright Street Section of West 10th Street in the City of The Dalles.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

cc H. S. Cox (agreement attached)

JULY 21, 1972

Portland 7-19

Curbs on downtown auto use asked

Anderson proposes restrictions

By JOHN PAINTER Jr.

of The Oregonian staff

City Commissioner Lloyd Anderson recommended Tuesday that parking meter rates be increased and that automobile access to downtown Portland be restricted to curb exhaust pollution.

Anderson said the Clean Air Act of 1970 and rules of the state Department of Environmental Quality require that by 1975 carbon monoxide levels in the downtown area be 40 per cent of 1970 levels.

Anderson recommended to the council a five-point program which is expected to be adopted late next month.

At least three of the points may be controversial.

Anderson recommended an increase in the city's parking meter rate from 20 cents per hour to 30 cents, thereby increasing the cost of driving downtown.

He also recommended removal of 859 parking meters in the downtown area and banning parking in those areas.

The auto pollution report urged closure of ramps leading to the Morrison Bridge and leading off the Steel Bridge.

For the Morrison Bridge, ramps leading to it from the Banfield and Minnesota Freeways would be closed.

On the Steel Bridge, ramps to NW Front Avenue would be closed to traffic in both directions.

Both ramp closures would have to be initiated by the State Highway Division and Multnomah County would have to concur in the case of the Morrison Bridge.

The pollution report suggests changing signal control programs in downtown Portland to increase average vehicle speeds.

The fifth recommendation would involve two new programs by Tri-Met to increase public use of public transportation.

One would be a Shop-and-Ride fare similar to existing Park-and-Shop plans. Merchants would validate or provide return tickets, thus giving the bus rider a 50 per cent fare subsidy.

The other would be a Shop-Around plan permitting riders to go anywhere in downtown on a single fare between 9 a.m. and 3 p.m.

Streets from which parking meters would be removed were listed in a staff report prepared by W.S. Dirker, city transportation coordinator.

Parking would be banned on both sides of W. Burnside Street from 2nd to 9th Avenues; both sides of SW Alder and Washington Streets from SW 2nd to 13th Avenues; both sides of NW and SW Front Avenues from the Steel Bridge to SW Market Street, and both sides of SW Market and Clay Streets from SW Front to 13th Avenues.

The staff report said some employers were considering subsidizing employes' transit fares by providing a 50 per cent discount.

The report estimated if all downtown transit riding employes received the discount autos would be reduced by about 2 per cent annually at an employer cost of $[illegible] per year.

The staff also urged the council to adopt a policy of encouraging alternatives to the auto downtown.

Chronicle, The Dalles 7-7

7-7-72

TOPICS Would Bear Major Cost Of W. 10th Bridge, Street Job

By present estimates, The Dalles could install the proposed bridge on W. 10th Street and complete what is known as the Cherry Heights Road - Wright Street development with expenditure of only $17,200 in local funds.

Preliminary estimates presented to the City Council Wednesday place cost of the bridge, an arch-shaped steel and concrete structure spanning Mill Creek, at about $50,000. Street construction, paving and curbing are estimated to cost approximately $36,000.

Further details are expected to be given the council at its Aug. 7 meeting. The council Wednesday authorized the mayor and recorder to sign copies of an agreement covering the federal aid TOPICS (Traffic Operations Program to Increase Capacity and Safety) project.

TOPICS is designed to help finance traffic operation improvements on principal streets and highways in Oregon cities over 5,000 population.

The formula includes 60 per cent federal funds, 20 per cent State Highway Division funds and 20 per cent local funds. City Manager Del Cesar said a major part of the city's share probably would come from state gas tax money.

The local share of the street construction and improvement cost would be assessed to property owners. Westward extension of 10th to close a gap in this route would cross an area north of St. Mary's Academy.

Opposition to the project is expected to develop on grounds that the through-street is not needed at this time. Tenth Street crosses one arterial, Mt. Hood Street, and Cesar said it might be necessary to have a four-way stop at this intersection if traffic flow rose substantially.

Cesar described the project on its present terms as a bargain for all concerned.

Until recently city officials believed the work would be too costly — one of the earlier estimates for the entire package was $[illegible]. A change in design of the bridge itself sharply reduced the cost estimates. The steel plate structure would provide an opening 18 or 20 feet high to carry any anticipated Mill Creek runoff. One of the previous suggestions for a culvert-and-fill installation was rejected on grounds of possible trouble, especially from trash, if a flood occurred.

The council Wednesday also dealt with these subjects:

THE DALLES CHATEAU — Council decided to call for further discussion and a public hearing on a proposal by Arne Eilertsen to have his present conditional use permit extended to provide a [illegible] classification. The Dalles Chateau is now classified as a retirement home. The City Planning Commission [illegible] commended the change, noting that "there is no difference between a retirement [illegible] home for [illegible]

PARK MOWER — Council approved purchase of a 60-inch Yazoo mower, through a local source, at $1,805 including freight. Funds are provided in the 1972-73 parks - recreation budget.

CALL FOR BIDS — Council approved a call for bids on paint for the sewage treatment plant.

MALL ART SALE — Subject to acceptance by the Fort Dalles Rodeo Association, council approved a proposal of The Dalles Art Club to have an art sale in the downtown mall from 10:30 a.m. to 5 p.m. on Saturday, July 22, during Fort Dalles Days. Mayor John Skirving said other groups with special activities during the celebration have been paying a percentage of income to the association. "They are trying to avoid an experience such as Pendleton has had with the Round-Up, which has turned out to be a disaster for businessmen," the mayor said. He was referring to rodeo deficits and the necessity of offsetting them with other income. Chairman Nicky Tom of the City Beautification Commission said she sees no conflict between the sale and other activities of the day and would be "disappointed if the sale is not approved."

SHOPPING CENTER — Council discussed briefly a report of the Planning Commission on preliminary plans of Charles F. Grigg of Grigg Enterprises, Inc., Pasco, for construction of a department store on property he has under option on the north side of W. Sixth Street opposite Albertson's. A revised plan is expected. The original plan was reported to have involved an initial building of 37,500 square feet.

CHANGES IN MALL — Council voted to follow Beautification Commission recommendations for changes in the downtown mall including plantings of vine maple and other trees and plants and installation of tubular steel gates front and rear. Lights would be turned off at 11 p.m. daily and gates locked. Continuous lighting is harmful to some forms of plant life, it was noted. Total cost is expected to be about $1,200.

PARKING REPORT — Council praised a report of a committee headed by Harold Hays on alley parking problems. One of the main recommendations is issuance of a service vehicle tag "to businesses who perform a mobile service."

VOGT PROPERTY — Council was informed of a likelihood that the "Hole in the Ground" — the vacant area at Second and Washington Streets — will become a parking lot.

PROPERTY PURCHASE — Council decided to make an offer to School District 12 for purchase of property in the city watershed for historical site purposes. The property is in the former School District 53.

STREET WIDENING — After brief discussion, council approved the form of a letter to be sent to property owners on E. 14th Street between Washington Street and Kelly Avenue asking if they are interested in widening the street.

News, Longview, Washington 7-15

Noise control measure, banning of studded tires highway director's goal

OLYMPIA, Wash. (AP) — Legislation to be sought by the State Highways Department includes a noise control measure and the banning of studded tires in the state, George H. Andrews, department director, said Monday.

Andrews outlined possible department legislative proposals for the State Highway Commission, which ultimately must approve them.

The department probably will back a noise control measure similar to a bill which passed the House in the last session only to die in the Senate in a final rush of business, Andrews said.

Another legislative proposal previously considered which will get department backing, Andrews said, is one which would allow payment to property owners in areas where highway noise reaches specified, measured levels. They could either collect damages for the lowering of property values or sell the property to the department for resale, he said.

Other possible proposals [illegible]

negotiation from $7,500 to $25,000 to give minority contractors a chance to [illegible]

All contractors [illegible] have to be prequalified before they can bid — to meet certain standards," Andrews said. "But unless they've worked for us they can't get qualified. This would give us a chance to bring more minority contractors into the bidding system."

—The addition of The Dalles and Umatilla bridges across the Columbia River to the state highway system, based on a tentative agreement with Oregon to split maintenance costs on them as well as [illegible] the Longview Bridge, which Washington now bears alone.

—Provisions for [illegible] for the Marine [illegible] Commission, which [illegible] in negotiations of ferry employee contracts.

[illegible] in Motor Vehicle [illegible] laws [illegible] procedure of [illegible] payments

RESOLUTION NO. 1694

BE IT RESOLVED by the Council of theCity of The Dalles, a municipal corporation of the State of Oregon, that the Mayor and Clerk are authorized and directed to sign, on behalf of the City of The Dalles, a "Topics Agreement" between the State of Oregon, acting by and through its State Highway Commission, and the City of The Dalles, relating to the Cherry Heights Road - Wright Street Section of West Tenth Street designated as Oregon Project EMP-T-5029 (1), said agreement having been approved by the Oregon State Highway Commission on October 29, 1971 as recited therein.

Passed July 5, 1972.

MAYOR

ATTEST:

John B Thomas
City Clerk

R

bc: ✓R. L. Schroeder
W. J. Hart
Victor Wolfe
J. F. Putnam

8163

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1972

Mr. Delbert Cesar
City Manager
City Hall
The Dalles, Oregon 97058

Re: TOPICS Project T-5029(1)
Cherry Hts. Rd.-Wright St. Section
West 10th Street

Dear Mr. Cesar:

Enclosed are two photos and a sketch which indicate how a "Super Span" would fit the subject project.

One photo indicates how the size of the span would relate to the 1964 high water, and the other photo shows how the span would relate to the existing bridge on 9th Street. The sketch depicts the relationship between the existing channel, the 1964 high water, and how a 16-foot by 14-foot box culvert compares to the proposed super span.

Rough cost estimates are in the $35,000 to $50,000 range depending on the size used. The sketch shows the largest size feasible but a smaller span could be utilized. By using a super span, indications are that the entire project could be accomplished within the City's available TOPICS funds.

I have been informed that a representative of the Armco Pipe Company (Mr. Bill Powers) will call on you to give you detailed information concerning this type of structure.

The work done by our Hydraulics Unit has been of an exploratory nature and no details have been worked out as yet. No further preliminary engineering will be done on this project until the City indicates which type of structure will be acceptable.

Since the photos and sketch are the only copies available, the Hydraulics Unit has requested that they be returned when you are through with them.

Please call me if you need any further information or assistance.

Very truly yours,

George Baldwin
Administrator of Highways

By: H. S. Cox
County and City Engineer

OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt
Encl.

R

Form FHWA-121 (
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 7, 1972

In reply refer to: 10-35-FA

FROM : R. E. Sampson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5009(1)
Areawide TOPICS Plan - City of Dallas
Consultant Agreement

We have reviewed the proposed Consultant Agreement with Harstad Associates, Inc. as submitted with Mr. Bladorn's February 2 letter, together with the supplemental information furnished with his March 27, 1972 letter, and find it satisfactory as to form.

Please furnish three copies of the executed agreement for our formal approval when they become available.

NOTED
F. B. KLABOE

4-12-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

rat 7/12/72

February 28, 1972

Mr. Delbert Cesar
City Manager
City Hall
The Dalles, Oregon 97058

Re: TOPICS Project EMP-T-5029(1)
Cherry Hts. Rd.-Wright St. Sect.
West Tenth Street

Dear Mr. Cesar:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and your resolution to this office. Retain the extra copy for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RB:ljt

Encl.

Engineering Department

February 24, 1972

Pacific Power and Light Co.
121 East 2nd. Street
The Dalles, Oregon 97058

Gentlemen:

This is to advise you that the Oregon State Highway Department is designing a bridge for the City of The Dalles across Mill Creek on West 10th Street. If you will require conduit for underground service in that structure, now or in the future, we would appreciate it if you would arrange for such installation with the Highway Department as soon as possible.

The local resident engineer for the Oregon State Highway Department for this project is Mr. Reid Meritt. His office is at the bridge junction, telephone number 296-2215.

We would appreciate your immediate attention in this matter so that your facility can be included in the design of this bridge.

Thank you.

Yours very truly,

Vernon B. Tenneson
City Engineer

VBT/mn

cc: Reid Meritt
City Manager ✓
Public Works

TRANSACTION NUMBER 1-46

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-17-72
BY (Signature): MR. YOUNG'S DECEMBER 27, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 68 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
9	T-5029(1)	0.13	100,000	63,500	CHERRY HEIGHTS RD. – WRIGHTS ST. (THE DALLES)	PRELIMINARY ENGINEERING – GRADE, DRAIN, HIGH TYPE PAVEMENT AND ONE STRUCTURE.

1 17 72

REFERRED TO

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-17-72	FOR: DIVISION ENGINEER

1-20-72

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Cox

GPO 927-954

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO. 1-46

DATE SUBMITTED TO W.O. JAN 17 1972

FORM PR-1 (REV. 4-61)

12-27-71

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St. W. 10th Street (The Dalles) 21 65	ADT	PRESENT ---	FUTURE 6,000 (66) (70)	YEAR 91 (71) (72)	REGION 10 ~~08~~

STATE NAME: Oregon

STAT CODE: 3 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P. E. Gr. Dr. High Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. ~~EMP~~ B-4 (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER — PREFIX LETTER(S): ~~EMP~~-T- (14 23) — NUMBER: 5029 (7) — SEQ. N ( )

CARD 4

CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME: Wasco — CODE 065 (14) (16)

NAME OF URBAN AREA (17-31): The Dalles

ROUTE NO. T — FEDERAL-AID (32) — STATE: City Str. (36) (37) — U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	(54) (58)	(59) (66)	(67) (76)			P.
5	10			1	PE	3		0.13	7,000	4,400	1,300	1,300 (City)	Grac 2-12 pave area
5					ROW		"Cherry Heights Rd-Wrights St. (W. 10th St. (The Dalles) Section)"						RCI 50' 5' s
5	30			3	CONST (CODE) X021 6201	3		0.13	93,000	59,100	16,950	16,950 (City)	ROW Acc Park None

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.13	100,000	63,500	18,250	18,250 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES: [illegible] 1972

REMARKS

Preliminary Engineering	
Field work	$5,000
PS & E prep	2,000
	$7,000

USCO

T.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO. 1-46

O. JAN 17 1972

FORM PR-1 (REV. 4-61)

12-27-71

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. W. 10th Street (The Dalles)		---	6,000	91	10 ~~08~~	Oregon	35	077	68

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
Dr. High Type Pave.,						B-4 ~~EMP~~		~~EMP~~-T-	5029	(1)	

RAL FUNDS: TOPICS

N AREA: The Dalles

COUNTY NAME: Wasco CODE 065

ROUTE NO. T FEDERAL-AID STATE City Str. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1	PE	3	City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.13	7,000	4,400	1,300	1,300 (City)	P. E. all phases, Grade, Drain, 2-12' lanes high type pave., 10' shoulders area with curbs. One RCDG Bridge, length 50', HC 44', with 5' sidewalks.
	ROW								
3	CONST (CODE) X021 6201	3	"Cherry Heights Rd-Wrights St. (W. 10th St. (The Dalles) Section)"	0.13	93,000	59,100	16,950	16,950 (City)	ROW - 60' normal; Access Control - none; Parking Restrictions - None.
			PROJECT TOTALS	0.13	100,000	63,500	18,250	18,250 (City)	

EPARED BY

ROGRAM APPROVAL DATES

AN 17 1972

REMARKS

Preliminary Engineering	
Field work	$5,000
PS & E prep	2,000
	$7,000

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Cherry Heights Road - Wright St. (The Dalles) Section
Project EMP-T-5029(1)

Existing Facility: None. Dedicate street with existing 60' right-of-way.

Adjacent Facilities:

West End: 40' AC curb section.
East End: 36' AC curb section.

Project Data:

The project consists of Preliminary Engineering (all phases), grade and drain, 2-12' lane high type pavement, 10' shoulders areas with curb and foot paths, one RCDG bridge (length-50', HC-44') with 5' sidewalks.

The estimated cost of the structure Type Code X021 is $50,000.

NOTE: This project qualifies as an "EMP" project under Section (b), "Projects to Stimulate Jobs in Areas of High Unemployment", of IM 30-5-71.

Additonal Right of Way: None required.

Relocation Assistance Payments: None involved.

System Action: Type II System approved by FHWA Memorandum dated August 20, 1971.

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearing: Required. Opportunity to request a public hearing will be offered and a hearing held if requested.

State Clearinghouse: Exempt from review under working agreem
April 28, 1970.

District 9 Clearinghouse: Project approved by letter dated Decem

Control of Utilities: The State does not have, at this time, the le
to control the use by utilities of the right-of-way of this project.
agreement is being prepared to comply with paragraph 6d(1) of P

For PR-37: 100% of project on Primary Type II System.

herry Heights Road - Wright St. (The Dalles) Section
Project EMP-T-5029(1)

: None. Dedicate street with existing 60' right-of-way.

es:

: 40' AC curb section.
36' AC curb section.

ct consists of Preliminary Engineering (all phases), grade and
high type pavement, 10' shoulders areas with curb and foot
bridge (length-50', HC-44') with 5' sidewalks.

ated cost of the structure Type Code X021 is $50,000.

his project qualifies as an "EMP" project under Section (b),
to Stimulate Jobs in Areas of High Unemployment", of
71.

of Way: None required.

tance Payments: None involved.

Type II System approved by FHWA Memorandum dated

rts, Water Developments, Historical and Recreational Areas:

Required. Opportunity to request a public hearing will be
ring held if requested.

State Clearinghouse: Exempt from review under working agreement dated April 28, 1970.

District 9 Clearinghouse: Project approved by letter dated December 15, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

For PR-37: 100% of project on Primary Type II System.

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

December 28, 1971

R. L. Porter, Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Cherry Heights Rd.-
Wrights Street
PNRS #71.0571

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. In endorsing the project the following agencies commented.

Fish Commission:

"Anadromous fish utilize Mill Creek therefore fish passage must be considered. Recommend construction period be during summer months."

Game Commission:

"The type of structure over Mill Creek in this area would be of concern. This stream is used by anadromous fish and has a fairly high intensity fishery in this area for trout. It would be desirable to have a structure that would not create an obstruction to fish passage. Also, foot passage should be provided under the structure for angler use."

cc: January 5, 1971
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
H.S. Cox R.S. Hawkins
B.L. Gifford J.F. Putnam

1-4-72
REFERRED TO
Young

BEN [illegible]ORD

Z+Y

cc: Hart

RECEIVED
JAN 4 1972
PROGRAM & PLANNING
DIVISION

> Oregon Traffic Safety Commission:
>
> "TOPICS programs are designed to increase the capacity of existing streets. Each city must decide for its self which projects have the greatest priority."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

[illegible] 3 [illegible]
ICE OF
AY ENGINEER

RECEIVED
DEC 29 1971
FOR FILING

December 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 68, Project No. EMP-T-5029(1), Cherry Heights Road-Wright Street (The Dalles) Section which we desire to have included in the Federal-Aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P. S. and E. preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

The project has received approval of District 9 Clearinghouse by letter dated December 15, 1971. A copy of said letter is enclosed.

The project qualifies as an "EMP" project under paragraph b of Section "Projects to Stimulate Jobs in Areas of High Unemployment" of IM 30-5-71. Enclosed is a copy of page 5 and page 17 from the November, 1971, "Area Trends in Employment and Unemployment" by the U. S. Department of Labor which shows The Dalles (Sherman and Wasco Counties) labor area as one of persistent unemployment.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

RNC:alc

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-27-71

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St. W. 10th Street (The Dalles)		ADT	PRESENT ---	FUTURE 6,000	YEAR 91	REGION 10 ~~08~~	STATE NAME Oregon	STAT CODE 35
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P. E. Gr. Dr. High Type Pave., 1 Br.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. ~~EMP~~	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) ~~EMP~~-T-	NUMBER 5029 SEQ. N (1)
CARD 4	CLASS OF FEDERAL FUNDS TOPICS					COUNTY NAME Wasco				CODE 065
	NAME OF URBAN AREA The Dalles					ROUTE NO. T	FEDERAL-AID	STATE City Str.	U.S.	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE		City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.13	7,000	4,400	1,300	1,300 (City)	P. E. Grad 2-12 pave. area RCD 50', 5' si
5					ROW								
5					CONST (CODE)		"Cherry Heights Rd-Wrights St. (W. 10th St. (The Dalles) Section)"	0.13	93,000	59,100	16,950	16,950 (City)	ROW Acce Park Non
							PROJECT TOTALS	0.13	100,000	63,500	18,250	18,250 (City)	

12-27-71

CARD 1 CODE 1 PREPARED BY

PROGRAM APPROVAL DATES

FHWA
1-17-72

REMARKS

Preliminary Engineering	
Field work	$5,000
PS & E prep	2,000
	$7,000

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ION NO.

W.O.

12-27-71

BER (20)	PROJECT LOCATION (45 typewriter spaces) 21		**ADT**	PRESENT	FUTURE (66)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
	City St. W. 10th Street (The Dalles) 65			---	6,000 (70)	91	10 ~~08~~	Oregon	35	077	68

OF PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
. Dr. High Type Pave., 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) ~~EMP~~ (73)	(74) (75)	14 ~~EMP~~-T- 23	7 5029	(1) 13	(24) (26) 27

ERAL FUNDS: TOPICS

COUNTY NAME: Wasco — CODE 065 (14) (16)

AM AREA: The Dalles

ROUTE NO. T — FEDERAL-AID (32) — STATE City Str. (36) (37) — U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
		PE		City St. W. 10th Street from Cherry Heights Rd. to Wright St. (The Dalles)	0.13	7,000	4,400	1,300	1,300 (City)	P. E. all phases, Grade, Drain, 2-12' lanes high type pave., 10' shoulders area with curbs. One RCDG Bridge, length 50', HC 44', with 5' sidewalks.
		ROW		"Cherry Heights Rd-Wrights St. (W. 10th St. (The Dalles) Section)"						
		CONST (CODE)			0.13	93,000	59,100	16,950	16,950 (City)	ROW - 60' normal; Access Control - none; Parking Restrictions - None.
EPARED BY				PROJECT TOTALS	0.13	100,000	63,500	18,250	18,250 (City)	
						(16) (23)	(24) (33)			

OGRAM APPROVAL DATES

FHWA
1-17-72

REMARKS

Preliminary Engineering

Field work	$5,000
PS & E prep	2,000
	$7,000

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Cherry Heights Road - Wright St. (The Dalles) Section
Project ~~EMP~~-T-5029(1)

Existing Facility: None. Dedicate street with existing 60' right-of-way.

Adjacent Facilities:

West End: 40' AC curb section.
East End: 36' AC curb section.

Project Data:

The project consists of Preliminary Engineering (all phases), grade and drain, 2-12' lane high type pavement, 10' shoulders areas with curb and foot paths, one RCDG bridge (length-50', HC-44') with 5' sidewalks.

The estimated cost of the structure Type Code X021 is $50,000.

NOTE: This project qualifies as an "EMP" project under Section (b), "Projects to Stimulate Jobs in Areas of High Unemployment", of ~~IM 30-5-71.~~

Additonal Right of Way: None required.

Relocation Assistance Payments: None involved.

System Action: Type II System approved by FHWA Memorandum dated August 20, 1971.

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearing: Required. Opportunity to request a public hearing will be offered and a hearing held if requested.

State Clearinghouse: Exempt from review under working agreement dat
April 28, 1970.

District 9 Clearinghouse: Project approved by letter dated December 1

Control of Utilities: The State does not have, at this time, the legal aut
to control the use by utilities of the right-of-way of this project. A Stat
agreement is being prepared to comply with paragraph 6d(1) of PPM 30-

For PR-37: 100% of project on Primary Type II System.

Heights Road - Wright St. (The Dalles) Section
Project ~~EMP~~-T-5029(1)

one. Dedicate street with existing 60' right-of-way.

0' AC curb section.
5' AC curb section.

consists of Preliminary Engineering (all phases), grade and
igh type pavement, 10' shoulders areas with curb and foot
ridge (length-50', HC-44') with 5' sidewalks.

ted cost of the structure Type Code X021 is $50,000.

his project qualifies as an "EMP" project under Section (b),
to Stimulate Jobs in Areas of High Unemployment", of
71.

of Way: None required.

stance Payments: None involved.

Type II System approved by FHWA Memorandum dated
.

ports, Water Developments, Historical and Recreational Areas:

: Required. Opportunity to request a public hearing will be
hearing held if requested.

State Clearinghouse: Exempt from review under working agreement dated April 28, 1970.

District 9 Clearinghouse: Project approved by letter dated December 15, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

For PR-37: 100% of project on Primary Type II System.

From AREA T[illegible]
NOV. 1971

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

Areas of Substantial Unemployment (continued)

For procurement purposes these classifications are effective December 1, 1971

Substantial	Persistent	Labor Area1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE-SPRINGFIELD (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		JOHNSTOWN (CAMBRIA AND SOMERSET COUNTIES)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY AND PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN AND GLOUCESTER COUNTIES, N. J.)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY)
X		Williamsport (Lycoming County)
		Puerto Rico
	X	Aguadilla (Aguada and Aguadilla Municipalities)
	X	Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
	X	CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
	X	Carolina (Carolina and Loiza Municipalities)
	X	Cayey (Aibonito and Cayey Municipalities)
	X	Corozal (Corozal Municipality)
	X	Dorado (Dorado Municipality)
	X	Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
	X	Guayama (Arroyo, Guayama, and Pitillas Municipalities)
	X	Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
	X	Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villaba Municipalities)
	X	Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
	X	Maunabo (Maunabo Municipality)
	X	MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
	X	Naguabo (Naguabo Municipality)
	X	PONCE (PONCE MUNICIPALITY)
	X	Quebradillas (Quebradillas Municipality)
	X	Salinas (Salinas Municipality)
	X	San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
X		SAN JUAN (BAYAMON, CAROLINA, CATANO, GUAYNABO, SAN JUAN, AND TRUJILLO ALTO MUNICIPALITIES)
	X	Toa Alta (Toa Alta Municipality)
	X	Toa Baja (Toa Baja Municipality)
	X	Trujillo Alto (Trujillo Alto Municipality)
	X	Vega Alta (Vega Alta Municipality)
	X	Vega Baja (Vega Baja Municipality)
	X	Vieques (Vieques Municipality)
	X	Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

T

CITY of THE DALLES

313 Court Street

THE DALLES, OREGON 97058

December 17, 1971

RECEIVED
COUNTY & CITY SECTION
DEC 20 1971
☑ ENGR. ☑ [illegible] ☐ JE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Re: TOPICS Project T5029
Cherry Heights Road-Wright Street Section
West Tenth Street
City of The Dalles

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS Project T-5029, Cherry Heights Road-Wright Street Section, West Tenth Street.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is located on West Tenth Street in the City of The Dalles, County of Wasco, between Cherry Heights Road and Wright Street.

The proposal consists of constructing a reinforced concrete bridge approximately 50 feet long over Mill Creek with a 44 foot curb-to-curb roadway, and 5 feet of sidewalk on each side of the roadway with guard rail on an existing 60 foot wide right-of-way. In addition to the structure, approximately 700 lineal feet of 44 foot wide roadway will be curbed, graded, rocked and paved.

PURPOSE OF PROJECT — West Tenth Street is the only street with continuous east-west alignment through the City of The Dalles above the bluff. The construction of this project will provide a complete improvement on Tenth Street so that vehicles may travel across town and to and from the county areas without detouring or going through the downtown commercial core area of the city. The completion of this section of Tenth Street has been of high priority on the city's comprehensive plan for many years. This direct route will be used extensively by school buses, orchardists and ranchers for farm-to-market business, and school children, as well as by the general public. West Tenth Street is a 60 foot wide right-of-way at this location. It was dedicated many years ago by the adjacent property owners.

AREA CODE (503) CITY HALL 296-5481 — ENGINEER 296-3537 — POLICE 296-2233 — FIRE 296-3264 — PUBLIC WORKS 296-3706

It will be sufficient for the proposed construction with the exception of some minor slope easements which are agreeable to adjacent property owners.

DISCUSSION OF ENVIRONMENTAL IMPACTS The proposed project will provide the City of The Dalles and adjacent county areas with a direct route through the city and will complete that phase of the city's comprehensive plan. There will be an economic benefit because of the reduced costs of travel. The safety factor for both vehicles and pedestrians will be enhanced. This new route will eliminate the necessity of using the extremely narrow bridge (18 feet wide) over Mill Creek on Ninth Street. Children going to and from school will especially benefit from the shorter route and by the use of the proposed sidewalk.

There will be no loss of usable land for residential, commercial or other purposes. The adjacent property owners dedicated the necessary right-of-way many years ago. They anticipated the necessity and advantages of this additional crossing of Mill Creek. There are no required relocations of either underground or overhead utility systems. No trees will be destroyed.

The usage of Mill Creek and its recreation facilities is important in the life of the community, especially for children who fish the creek and play along its banks. There will be no change in this respect from the construction of this work.

There will be no inconvenience to the public during construction in as much as this is new construction.

There are no park, recreation or historic facilities directly affected by the project nor will any wildlife nesting or feeding grounds be adversely affected.

BASIS FOR NEGATIVE DECLARATION The proposed project has been shown on the comprehensive traffic circulation plan of the city for many years. The benefits of the finished project are readily discernible. The detrimental impact is nil.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by the City of The Dalles, and your concurrence is respectfully requested.

Very truly yours,

Del Cesar

Del Cesar
City Manager

DC:g

12-20-71
[illegible]

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT

P. O. BOX 280 · THE DALLES, OREGON 97058

TELEPHONE 503 — 296-2266

December 15, 1971

12-20-71

Mr. W. Kramer
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Dear Mr. Kramer:

Mid-Columbia Economic Development District acting as Oregon District #9 Council of Governments has reviewed the Notice of Intent on behalf of the City of The Dalles and the State Highway Division to make improvements to West 10th Street between Cherry Heights Road and Wright Street.

Although the District does not have a highway or transportation plan at this time, we recognize this improvement will alleviate a dangerous and congested situation. We believe that projects of this type are consistent with the policy of improvement in traffic movement and safety on major arteries. Therefore the Board supports this Intention.

Sincerely yours,

Richard W. Pearson
Executive Director

cc: December 21, 1971
R.E. Simpson, FHWA
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
R.S. Hawkins
J.F. Putnam

RWP:blm

cc: R.L. Porter, Ore. State Highway Div.
Manager, City of The Dalles
Local Gov. Relations, Salem

NOTED
R. D. ASBURRY

BEN GIFFORD

NOTED
L. H. YOUNG

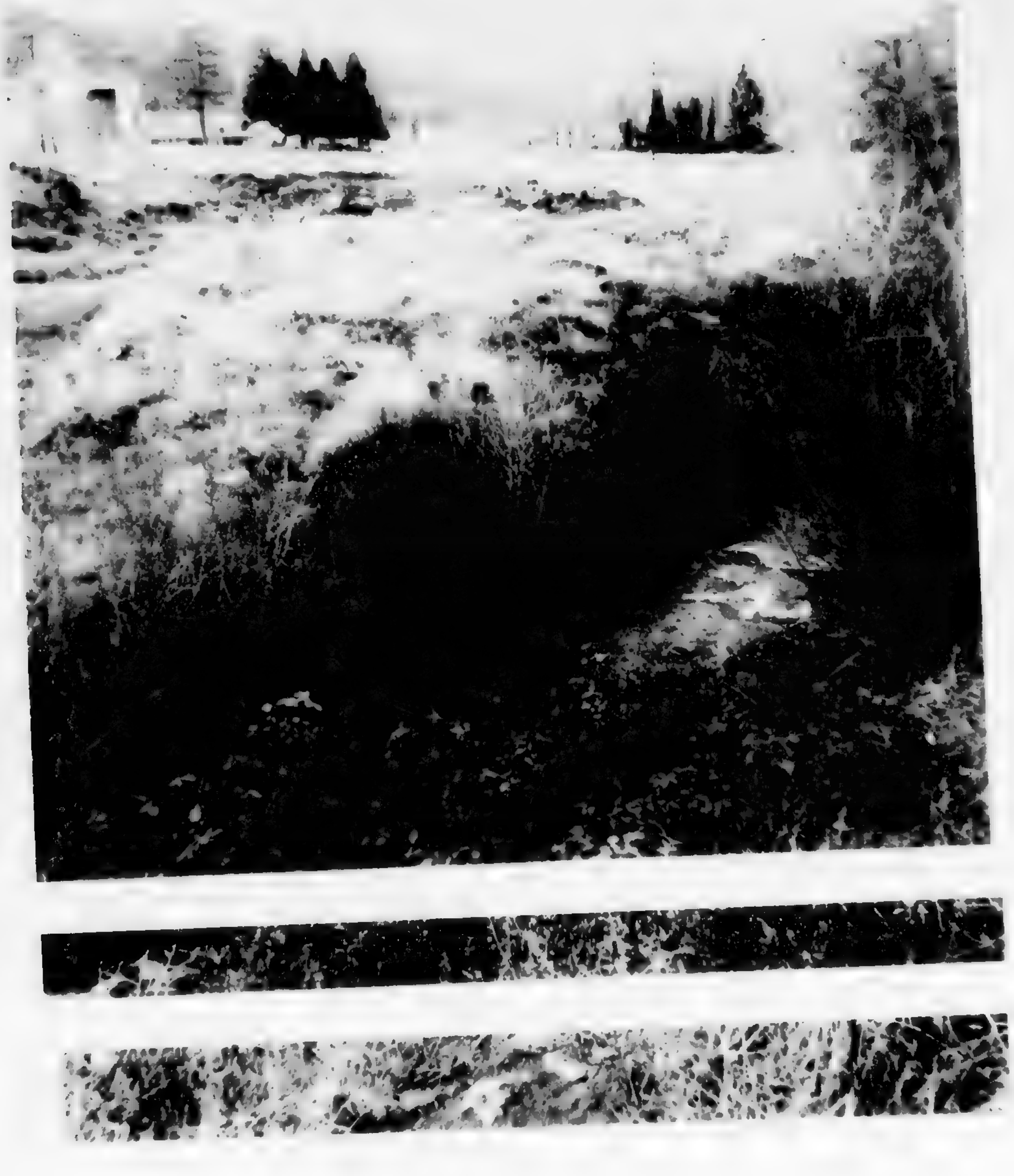
RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Gifford

RECEIVED
DEC 20 1971
PROGRAM & PLANNING

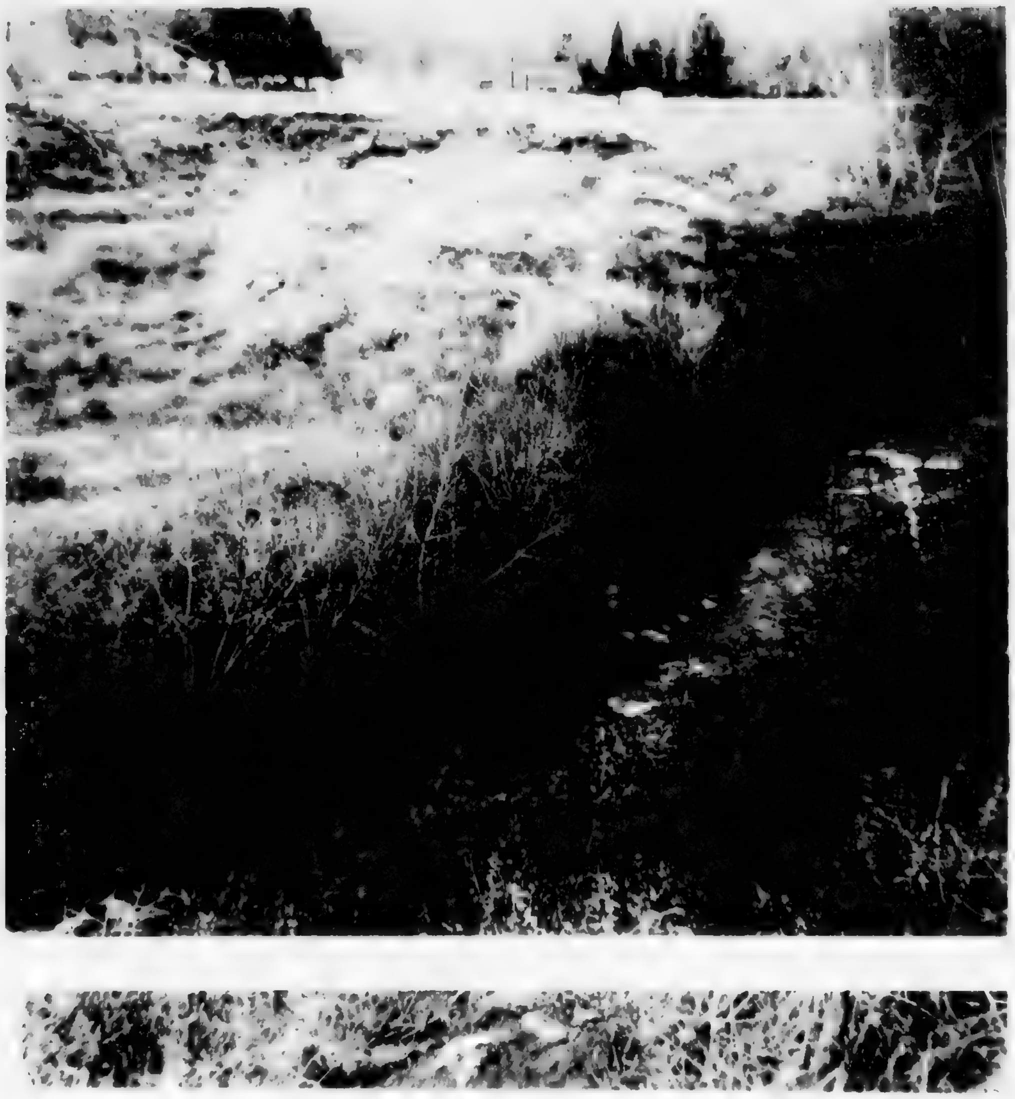
NOTED

12 14 71



RETURN TO COUNTY & CITY

RETURN TO COUNTY & CITY



RETURN TO COUNTY & CITY

12-11-5

☑ MGR. ☑ [illegible] ☑ [illegible] ☒ ☑ [illegible]
☑ [illegible] [illegible] ☒ RE ☒ [illegible] ☐

December 13, 1971

Mr. Delbert Cesar
City Manager
City Hall
The Dalles, Oregon 97058

RE: TOPICS Project T-5029( )
Cherry Heights Road-Wright Street Section
West 10th Street

Dear Del;

On October 12, 1971, we submitted a request to the FHWA to waive the Clearinghouse, environmental statement, and public hearing requirements for the subject project.

Our request was denied as the FHWA felt that the project would result in the shift of a substantial amount of traffic from 9th Street to 10th Street and that this shift will constitute a significant enough change in traffic patterns to necessitate a public hearing.

This may be handled in one of two ways. A public hearing may be held or the opportunity for a public hearing may be offered. In either case, before the required advertisements may be published, an environmental statement will need to be prepared. This statement may be in the form of a "negative declaration," several examples of which are attached for your information.

Also enclosed for your information are copies of our correspondence with the FHWA.

We will be happy to assist you in complying with these requirements.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:mm
Att.

R

12-13-71

12-10-71

RECEIVED
FOR FILING

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 10, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearinghouse #	Applicant	Project Description	Location	Admin. Dist.
71.0561	Federal Surplus Property	South Beaver Lookout Site Siuslaw National Forest	Lincoln County	4
71.0563	City of Maupin	Reconstruction of Secondary Sewage Treatment Plant and Expansion of Service $ 186,600	Maupin	9
71.0565	Mental Health Divison	Comprehensive Community Mental Health Care System Eastern Oregon $1,417,103	Baker, Gilliam, Grant Harney, Hood River Morrow, Sherman Umatilla, Union, Wallowa, Wasco, Wheeler	9 12 13 14
71.0566	Dept. of Transportation	Community/School Bus Project $ 69,425	Klamath County	11
71.0567	Dept. of Housing and Urban Development	Corps of Engineers, National Shoreline Study Columbia-North Pacific Region	Clatsop, Tillamook Lincoln, Lane, Douglas Coos & Curry	1 4, 5, 6,7
71.0568	Port of Umatilla	Industrial Park Development $ 445,000	Umatilla	12

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 10, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0569	Highway Division	Tualatin River (Golf Course Rd) Bridge $ 500,000	Washington County	2
71.0570	Highway Division	Scott Canyon Cr. (Mikkalo Rd) and Juniper Canyon Creek (Olex) Bridges $ 60,000	Wasco County	9
71.0571	Highway Division	Cherry Heights Rd-Wright St $ 100,000	The Dalles	9
71.0572	Highway Division	N. Santiam River (Greens) Bridge $ 450,000	Linn County	4
71.0573	Mid Willamette	Program and Technical Assistance $ 587,537	Marion and Polk Counties	3
71.0574	Housing Assistance Council	Pilot Project - Housing $4,000,000	Nationwide	
71.0575	Southwest Program Development Corp.	Training and Technical Assistance - CG 6606	Nationwide Oregon-Eugene	5
71.0576	National Spanish Surnamed Management Association	Traning and Technical Assistance - Employment $ 299,988	Nationwide	
71.0577	Southwest Program Development Corp.	Training and Technical Assistance - CG 6607 $ 300,000	Nationwide Oregon-Eugene	5

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 10, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
REPORT OF ENVIRONMENTAL IMPACT STATEMENTS				
71.0562	Portland District Corps. of Engineers	Days Creek Lake Project South Umpqua River	Douglas County	6
71.0564	Federal Highway Administration	Siuslaw River Highway	Lane County	5
71.0578	Highway Division	Austin Road Interchange Section Washington County - Sunset Highway	Washington County	2

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OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
DEC 9 - 1971

December 7, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 9 Cherry Heights Rd.-Wrights St.
(The Dalles) Sec.
Federal Aid Topics West 10th St., Wasco County

The estimated date of filing for federal-aid funds on this project is February 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Cherry Heights Rd.-Wrights St.
(The Dalles) Section
West 10th St., Wasco County
December 7, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X
"yes", please also submit the information called for on page 3, Notice of Intent)

2. **Project Location**

Administrative District nine (9) City The Dalles

County Wasco Special District(s) (if applicable) - - - -

Other affected jurisdictions/agencies - - - -

3. **Federal Program**

Common Program Name Federal-Aid Topics

Authorizing Legislation Title 23 U.S.C. Highways, Section 135
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ......

4. **Estimated Project Cost**

Federal Share $ 60,000
Loan ...... Grant X

Local Applicant Share (City of The Dalles)
(if any) $ 20,000

State Agency Share $ 20,000

Other (Specify) $ - - - -

Total $ 100,000

Source of State Agency Share

General Fund

Other Funds (specify) $ 20,000 [illegible]

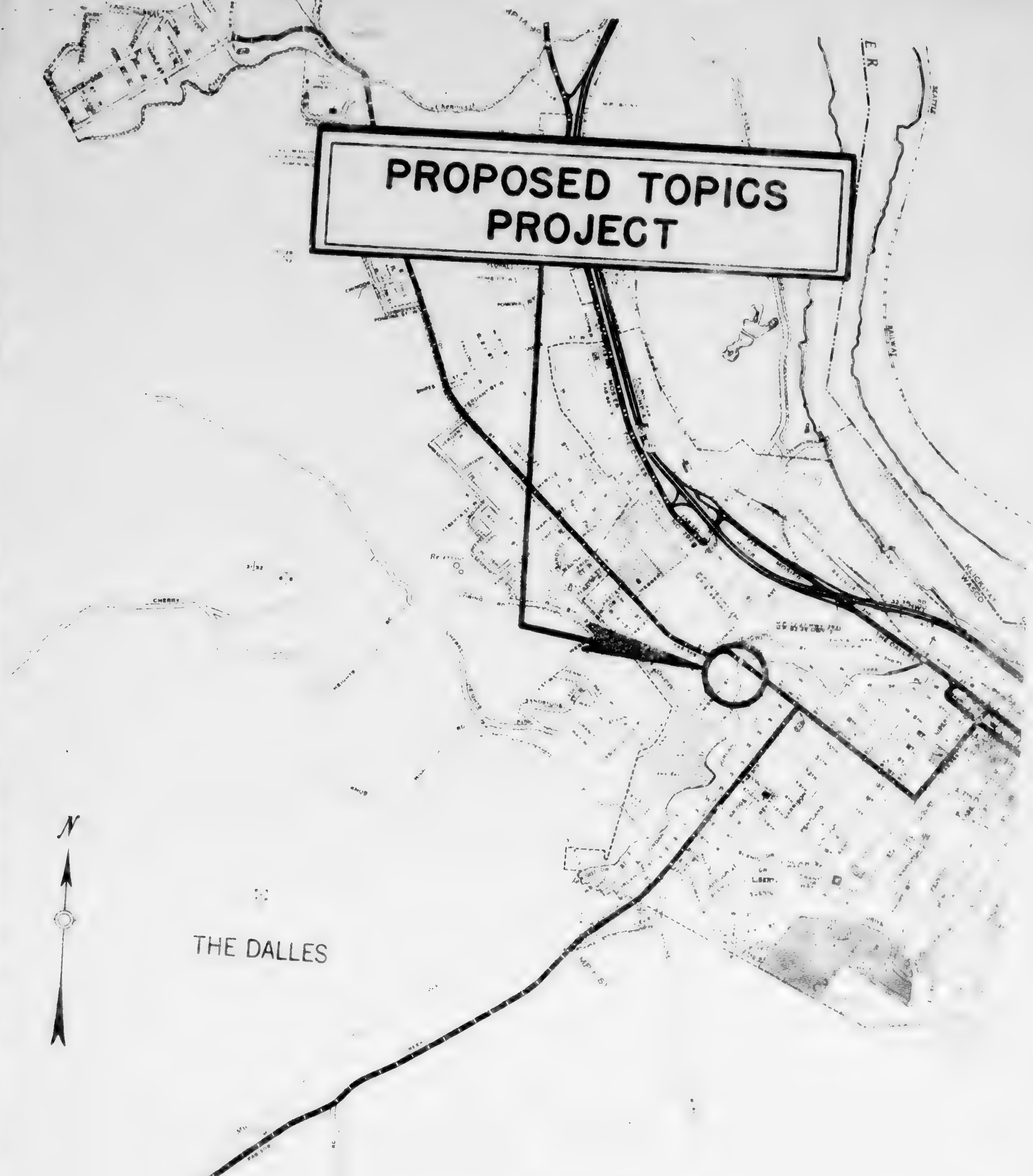
Indirect Cost Reimbursement

No X [illegible]

Will Federal share change. No X

Yes, from ...... % to ...... %

When ......


PROPOSED TOPICS PROJECT
N
THE DALLES
CHERRY
KLICKITAT
WASCO

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Cherry Heights Rd.-Wrights St.
(The Dalles) Section
West 10th St., Wasco County
December 7, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes......... No X (If "yes", please also submit the information called for on page 3, Notice of Intent)

2. **Project Location**

Administrative District nine (9) City The Dalles

County Wasco Special District(s) (if applicable) - - - -

Other affected jurisdictions/agencies - - - -

3. **Federal Program**

Common Program Name Federal-Aid Topics

Authorizing Legislation Title 23 U.S.C. Highways, Section 135
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

4. **Estimated Project Cost**

Federal Share $ 60,000
Loan......... Grant X

Local Applicant Share (City of The Dalles)
(if any) $ 20,000

State Agency Share $ 20,000

Other (Specify) $ - - - -

Total $ 100,000

Source of State Agency Share

General Fund

Other Funds (specify) $ 20,000

Indirect Cost Reimbursement

No X Yes

Will Federal share change: No X

Yes, from .... % to .... %

When

5. **Period Covered by Projects**

Beginning date........ April 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years)........ 6 months

Approximate ending date........ October 1972

Will renewal be requested? Yes........ No.... X ....

[illegible] Application Filing Date .... February 15, 1972

[illegible] Description Including statements of relationship to and effects on the objectives [illegible] in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

[illegible] HEIGHTS RD.-WRIGHTS ST. (THE DALLES) SEC., WEST 10TH ST., WASCO COUNTY.

This project will consist of preliminary engineering, grading, paving, structure and incidental work to increase traffic capacity and safety of the existing facility.

The proposed work on this project is to install a drainage structure over Mill Creek and construct approximately 700 feet of roadway with [illegible] and sidewalks.

It is anticipated the impact of this project will have no significant effect upon the quality of human environment; therefore, an environmental [illegible] will not be required. A negative declaration will be prepared [illegible] this decision.

This project is related to the Goals for a Livable Oregon [illegible] elimination of a problem area thus improving traffic capacity and safety to the traveling public.

See attached map for geographical location.

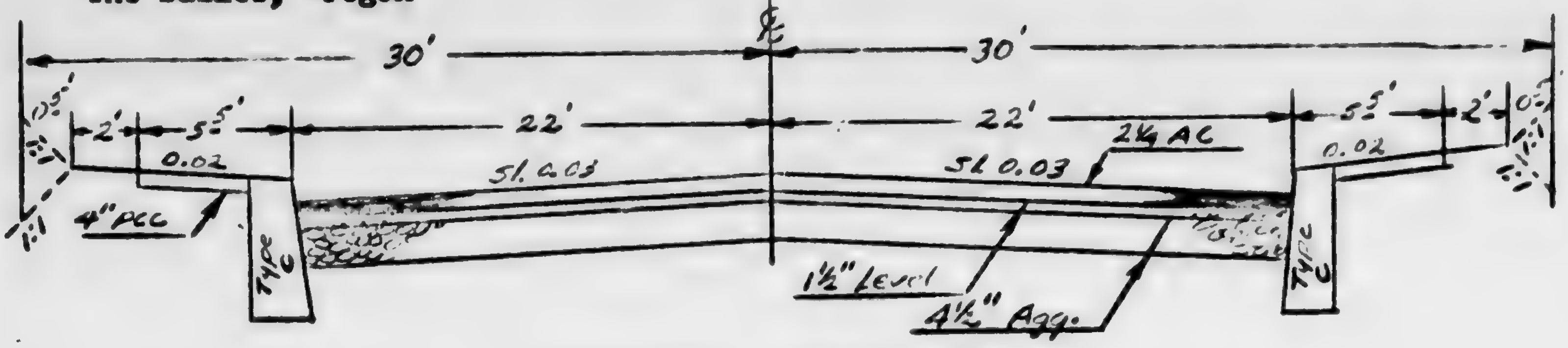
'm E-30 1/16

OREGON STATE HIGHWAY DEPARTM

AUTHORITY FOR SURVEY

Section: Cherry Heights Road-Wright Street (The Dalles)
Date: December 1, 1971
Highway: City Street
Authorization No.: 1
County: Wasco
Survey Prefix: 33-0601 (Assigned by Salem office)

Description of termini, route, length, etc.: Proposed Grading Project and Structure connecting terminal ends of 10th. Street between Wright Street and Cherry Heights Road, City of The Dalles, Oregon



TYPICAL SECTION

Purpose of survey: Establish line and grade for 700 ft. of Roadway, prepare Vicinity Map for structure and drainage, make property ties.

HWY DIV - COUNTY & CITY

Estimate of cost:

Field (901)	~~$3,000.00~~ $2,000	Found. Expl. (926)	500
Plans (905)	800		
Bridge (906)	3,000		
Soils (910)	500		
Spec's (921)	200		

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Location XXXXXXn Engineer

Approved:
Ass't State Highway Engineer

State Printing

ARD UNREIN

RICHARD BLADORN

163

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R

Salem, Oregon
December 1, 1971

Ivan Merchant
Bridge Engineer

BUILDING

TOPICS Project T-5029(-)
Cherry Heights Road-
Wright Street Section
City of The Dalles

Attached is a copy of a letter from R. E. Simpson of the Federal Highway Administration relative to the subject project. The final paragraph refers to the desire for a design for H20 loading rather than H15.

Even though this is a county bridge, we should not under any circumstances design for anything but H20 loading. Please provide such design in this case.

ALJ:ja

A. L. Johnson
Assistant State Highway Engineer

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe (enc.)
H. S. Cox (enc.)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 18, 1971

In reply refer to: 08-35-FA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5029(-) The Dalles
Cherry Heights Road - Wright Street Section

Reference is made to Mr. Bladorn's October 27 request for waiver of Clearinghouse, environmental statement, and public hearing requirements for the subject project.

After carefully reviewing all available reports and viewing the site it appears that the construction of this project will result in the shift of a substantial amount of traffic from 9th Street to 10th Street in the area east of the project.

We feel this constitutes a significant change in the traffic pattern and therefore removes the eligibility of this project for waiver under Section 3f of PPM 21-18. We must therefore deny Mr. Bladorn's request.

It is also suggested that because of the increased importance of this route, the proposed structure should be designed for H20 rather than the H15 shown.

AEI
Diswsn

OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc: R. L. Porter
F. B. Klaboe
L. H. Young

October 27, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5029( )
Cherry Hts. Rd.-Wright St. Section
West 10th Street
City of The Dalles

Dear Mr. Simpson:

Waiver of Clearinghouse, environmental statement, and hearing requirements for the subject project is requested as provided for by Section 3f(1), (3), and (4) of PPM 21-18 dated May 13, 1971.

This project consists of the installation of a drainage structure and construction of approximately 700 feet of roadway to provide route continuity to West 10th Street.

All work (except for minor slope easements which the City anticipates will be donated) will be accomplished within the existing right-of-way. There will be no change in access or parking and no trees will be involved.

The project is not of significant size to affect the decisions or activities of the clearinghouse agency and will not significantly alter land use. There will be a slight change in traffic flow patterns as 10th Street will become the only through east-west street south of the Central Business District.

The project is limited in nature and its social, economic, and environmental impact on the area is expected to be minimal. There are no apparent special circumstances which would make a public hearing necessary although the City has indicated they will schedule a public discussion of the project at a meeting of the City Council.

The completion of West 10th Street is a project of long standing in the area and all interested parties should be well informed of the significance of the proposed project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

RICHARD BLADORN

H. S. Cox
County and City Engineer

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt
Att.

SALEM, OREGON
October 20, 1971

TOPICS Projects

Mr. L. H. Young
Program and Planning Engineer

BUILDING

Attached are summary sheets and a tabulation for a proposed TOPICS project and a project cancellation in the City of The Dalles, which were approved by the Highway Commission on October 19, 1971.

Please do not initiate a Notice of Intent for the proposed project as a waiver will be requested from the FHWA.

Additional information for programming the proposed project with the FHWA will be submitted in the near future.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

10/22/71

Chronicle, The Dalles 10-22

$100,000 Programmed For W. Tenth Section

City officials expect to meet soon with state engineers for arrival at understandings on construction plans for the W. 10th Street project including a new bridge on Mill Creek.

The Oregon State Highway Commission [illegible] approved the project for a programmed amount of $100,000, the sum requested for the federal-aid project.

The bridge and street construction would be part of the Traffic Operations Program to Increase Capacity and Safety (TOPICS). It involves grading, paving and what the State Highway Division refers to as a drainage structure over Mill Creek. Construction of approximately 700 feet of roadway with curbs, gutters and sidewalks is included.

Asked what was meant by the [illegible] suggestions that a 20-foot-diameter culvert and an earth fill be substituted for a bridge. But city officials have taken the position that this would present maintenance problems with an effect on possible flooding conditions when high water occurs.

TOPICS money would be [illegible] 000 with the state and city each contributing [illegible]. The city [illegible]

The W. 10th project, which would open a new arterial leading to Chenowith and other areas, has top priority on the local TOPICS list. Since the four-way traffic stop system at the Fourth and Washington and Fourth and Union intersections seems to be working satisfactorily, the city has dropped its plans for traffic lights at these locations. The proposed Kelly [illegible] also has been [illegible].

T.

CITY of THE DALLES

313 Court Street

THE DALLES, OREGON 97058

September 21, 1971

RECEIVED
COUNTY & CITY SECTION
SEP [illegible] 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Highway Building
Salem, Oregon

Attention: Richard Bladorn
Urban Program Engineer

Gentlemen:

Enclosed is our request for TOPICS project for the 10th Street Bridge, in lieu of the previously submitted project, at your recommendation and with the approval of the City Council.

As previously indicated, in anticipation of signalization at 4th and Union, the City Council had installed a 4-way stop at the intersection of 4th and Washington. This 4-way stop worked so well we could not justify the expenditure of money for signals, and initiated a similar improvement at 4th and Union Streets. We are enclosing as part of this application your letter of August 9, 1971, to indicate the reason for the exclusion of the Kelly Avenue project.

The 10th Street connection and Mill Creek bridge project is Number 1 in priority in the Traffic Safety Program and Arterial Street System for the City of The Dalles, which received Federal approval August 20, 1971. There are not enough funds to achieve the Kelly Avenue project and the 10th Street/Mill Creek bridge project as well, and the Council prefers to put all money on the bridge project to make continuity of the street, as explained in the application and shown on the accompanying map.

Further, the present limited use of the 9th Street access, which has no continuity, involves the negative factor of the highest accident rate other than the core area. Whereas, the City owns all the property for the proposed 10th Street connection: this provides connections with the schools, shopping centers, parks and hospitals. It is the major east-west route other than downtown.

Very truly yours,

Del Cesar

Del Cesar
City Manager

DC:dd
Enclosures

AREA CODE (503) CITY HALL 296-5481 — ENGINEER 296-3537 — POLICE 296-2233 — FIRE 296-3264 — PUBLIC WORKS 296-3706

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
SEP 22 1971
☐ ENGR. ☑ COOR. ☐ [illegible]
☐ UPE ☐ CE ☑ RE ☐ [illegible]

TOPICS PROJECT REQUEST

Date September 21, 1971

Name of City The Dalles, Oregon

Major Street Name West 10th Street

Section Name West 10th Street connection - Cherry Heights Road to Wright Street, including Mill Creek Bridge.

Location of Project (Attach sketch map) Length ______

On Which System? Primary I ______ Primary II X or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: August 20, 1971 ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain ______

General description of proposed project: Construction of a connection street along 10th from Cherry Heights Road and Wright Street. The connection to be 44 ft. wide, with curbs, sidewalks, and storm drainage. A bridge over Mill Creek will be required, using structural steel members already on hand. Bridge to be of composite concrete and steel designed to H-15 loading.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: ______

2. Type: a. **Traffic Control** ______
   1. Pretimed ______
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

   c. Caution ______
   d. Drawbridge ______
   e. Lane-direction ______
   f. Other ______

3. Number of Phases:
   a. Two ______
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______

   If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm ______
   b. Span Wire ______
   c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: ______

8. Other Remarks: ______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______

2. Type:
   a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
    a. 175 ______
    b. 250 ______
    c. 400 ______
    d. 700 ______
    e. 1000 ______

5. Luminaire Spacing: ______________________

6. Maintained Intensity: ______________________

7. Uniformity Ratio: ______________________

8. Proposed Mounting Height:
    a. 30 ft. ______
    b. 40 ft. ______
    c. 45 ft. ______
    d. 50 ft. ______

9. Pole Type:
    a. Wood ______
    b. Steel ______
    c. Aluminum ______

10. Operating Voltage:
    a. 120 ______
    b. 240 ______
    c. 480 ______
    d. Series ______

11. Type of Wiring:
    a. Overhead ______
    b. Underground ______

12. Present Illumination: ______________________________________
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: From West 10th and Cherry Heights Road, then bridging Mill Creek to West 10th.

2. Desired Work: Construction of a connection street along 10th from Cherry Heights Road ~~and~~ Wright Street. A bridge over Mill Creek will be required. Street to be 44 feet wide--have storm drainage.

3. Typical Cross Section: ______

* 4. Curbs? Yes If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) ______
   - b. Exposure ______ inches
   - c. Width between curbs ______ ft.
   - d. Desired curb radius ______ ft.

5. Surfacing: A.C. ______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______

7. Traffic Control Signing:
   - a. By City at City Expense? +
   - b. By State at City Expense? ______

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? +
   - b. By State at City Expense? ______

   (NOTE: Striping must be completed prior to acceptance.)

* 9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ______ ft.
   - b. Width ______ ft.
   - c. Type ______
   - d. Location: ______

Footnotes: * To be of type Highway Department engineers will recommend.

IV. STRUCTURE DATA:

1. Location: Mill Creek at West 10th

2. Desired Work: Bridge construction, utilizing structural steel members already on hand.

3. Name of Structure: Mill Creek Bridge

4. Name of Stream, Street or Facility being Spanned: Mill Creek

5. Desired Roadway Width of Structure: 44+ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? Yes Width? ____ ft. Location Adjacent full length of connection

7. Is a particular type of structure and design desired? Yes
Explain: Composite concrete and steel designed to H-15 loading.

8. Can street be closed during construction? No street existing.

9. Detour:
a. Required? N.A.
b. By City? ____
c. By Contractor? ____

10. Approaches or Connections:
a. By City? Yes
b. By Contractor? ____
c. Traveled surface: Type ____
Width ____ ft.
d. Shoulders: Type ____
Width ____ ft.

11. Existing Structure:
a. Remain in Place? N.A.
b. Use for Detour? ____
c. Removed by City? ____
d. Removed by Contractor? ____
e. Salvaged by Contractor for City? ____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: ________
       Owner: ____________________
    b. Sanitary Sewer Mains: ______ Size: ________
       Owner: ____________________
    c. Storm Sewer: ______ Size: ________
       Owner: ____________________
    d. Gas Mains: ______ Size: ________
       Owner: ____________________
    e. Power Lines: ______
       Owner: ____________________
    f. Telephone Lines: ______
       Owner: ____________________
    g. Other Utilities: ____________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ____________________
    ____

15. Does City wish lightpost bases and conduit installed? ________

16. Are there any unusual or complicating conditions? ________
    Explain: ____________________
    ____

17. Describe Existing Structure: ____________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? ________________ft.
    a. Maximum: ______ ft.
    b. Minimum: ______ ft.

2. Will additional right-of-way be needed? ______ Explain: __________
____
____

3. Shall State prepare right-of-way descriptions? ______________

4. Is a public hearing necessary? ____________________
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? ______________
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? __________
Explain: ______________________________________
____

7. Are there any utilities on private property by easements or other arrangements? ______ List owner, type, and location: __________
____
____

8. Are utilities on existing right-of-way by? Permit ____________ or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? ______ Name of Owner ________
__________________, and dates between which water can be turned off:
From ______________ To ______________ Location: ________
____

10. Are there any railroad crossings? ______ Location: ____________
____

Footnotes:

T-1-69
(rev. 12-70)

a. Name of Railroad ______________________
b. Number of tracks: Mainline _____ Siding _____ Total _____
c. Sight Distance (1.) (Direction) ________ Distance _____ ft.
(2.) (Direction) ________ Distance _____ ft.
d. Number of Trains: (1) Passenger ________ Speed ________ mph
(2) Freight ________ Speed ________ mph
e. Angle of Intersection: ______________________
f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________
h. Proposed Type Crossing and Protection: ______________________
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______ City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 70,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 85,000
3. Date Match Money is Available: Immediately
4. Will there be any 100% City money? If any R.O.W. purchase required or any sewer work.
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ____________

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Approved August 20, 1971

2. Existing Conditions Necessitating This Proposed TOPICS Project: Present northwest to southeast traffic movement through The Dalles along the 10th Street corridor must use Cherry Heights Road to West 9th Street. 9th Street passes through a suburban neighborhood shopping center between Bridge and Pentland Street and is not continuous through the City. Current planning indicates that 10th Street should become the major through traffic corridor. Traffic accidents, 63, along 9th, 10th Street corridor highest outside the downtown area.

3. This Project Would Accomplish the Following: 1) Provide good access to neighborhood shopping facilities, schools, parks, and residential areas. 2) Provide good connections with other major arterial and collector streets.

This application is not complete unless a sketch map showing the location of the project is attached.

The City of The Dalles City Council on the 7th day of September, 19 71, adopted Resolution No. ________ or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Dal Casper

By ____________________

August 9, 1971

Mr. Delbert Cesar
City Manager
City Hall
The Dalles, Oregon 97058

Dear Mr. Cesar:

Based on our recent meeting and an on-site inspection, it is recommended that you request the elimination of the proposed widening of Kelly Street from your recently approved TOPICS project request. Along with this recommendation, it is suggested that you initiate a TOPICS project request for the Mill Creek Bridge Section on W. 10th Street.

Enclosed for your information is a memo to the files concerning our meeting and the reasons for the above recommendations.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:lat
Encl.

bc F. B. Klaboe
L. H. Young
J. F. Putnam
J. R. Schultz (FHWA)

MEMO TO THE FILES
August 3, 1971
SUBJECT: TOPICS Project on Kelly Street
City of The Dalles

On this date, I traveled to The Dalles with John Schultz (FHWA) to meet with Del Cesar (City Manager) regarding the proposed widening on Kelly Street between 10th Street and 12th Street. The City does not place a very high priority on this project but included it in their initial request (along with two new traffic signals on 4th Street) so that all of the City's 1970 TOPICS funds would be obligated. Their number one project was (and still is) the Mill Creek Bridge on 10th Street which would open 10th Street to through traffic over its entire length. The reason for not submitting the bridge project first was due to a misunderstanding on the part of the City. Mr. Cesar said he thought he had to submit a project which could be accomplished in a short amount of time in order to keep from losing his 1970 funds. He felt that due to the estimated cost of the project and the controversy which will result from the proposal to open 10th Street to through traffic, this project would not be acceptable. However, 10th Street provides, except for this short uncompleted section, the only through east-west route south of the downtown area. Due to the hilly terrain no other east-west street could feasibly make a complete traverse of the City.

Based on an on-site inspection of Kelly Street and much discussion in regard to the proposed widening, it is the opinion of both John Schultz and myself that the widening would not accomplish a great deal, in that the existing bottleneck would only be moved to another location. Kelly Street is an erratic hodgepodge of various street widths and jogs from one block to the next over most of its length. While this street is an important north-south arterial it would take major construction over many blocks and an appreciable amount of right-of-way to produce any kind of smooth traffic flow. Also, the proposed two-block widening would remove upward to a dozen trees of various sizes between 10th Street and 11th Street with no room left to replace them. All trees have previously been removed between 11th and 12th.

If the Kelly Street portion of the project were to be cancelled, leaving just the two signal installations on 4th Street, the project cost would still amount to around $35,000 which is the amount allocated to The Dalles for 1970 and the City therefore would not be subject to losing any funds.

If the widening is cancelled, Mr. Cesar indicated he would recommend to the City Council that a project request be initiated for the 10th Street (Mill Creek Bridge) Section. I explained the availability of funds ($35,000 each year for 1970 and 1971 and $15,000 each year for 1972 and 1973 making a total of $100,000).

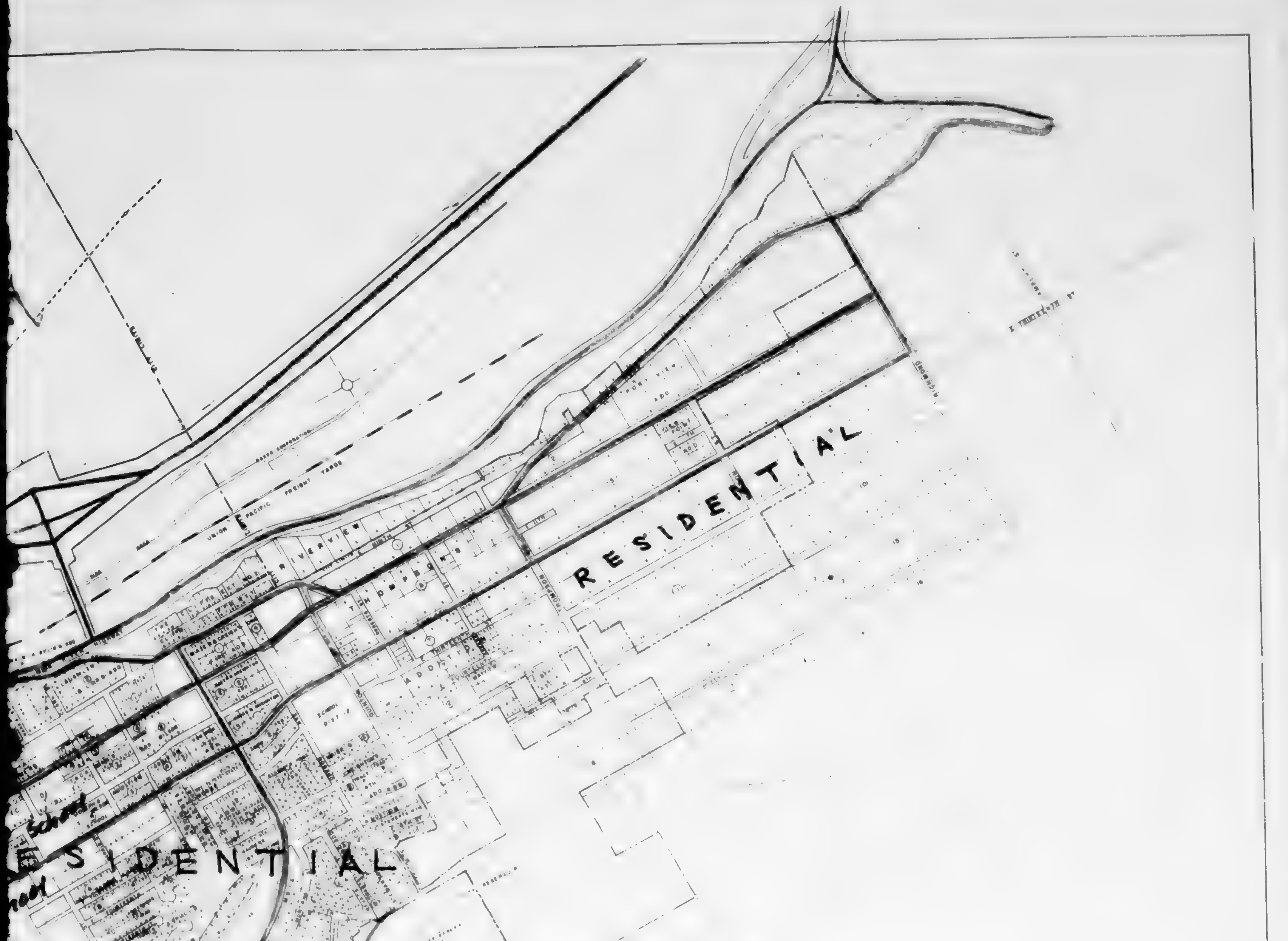
M

With this amount available and an estimated cost of $35,000 for the two signals, the City would have approximately $65,000 remaining for the bridge project. Present estimates set the price of this project at $85,000 or $20,000 more than the City has allocated to it. Mr. Cesar indicated that the City could come up with the excess.

Based on the discussion with Mr. Schultz and Mr. Cesar, I will recommend to the City that they cancel the proposed two-block widening on Kelly Street and that they initiate a project request for the 10th Street bridge.

Richard Bladorn
Urban Program Engineer
County and City Section

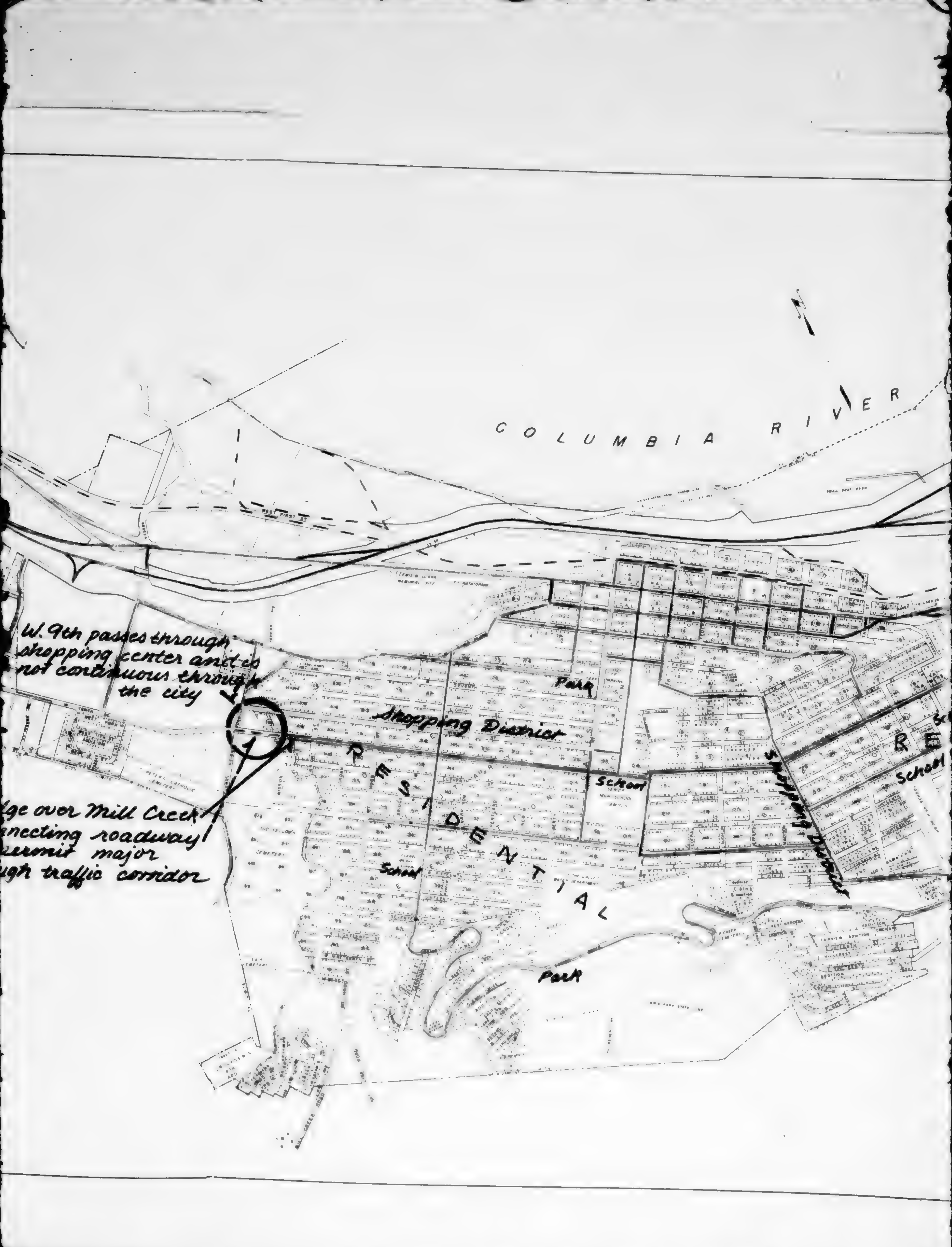
RB:lat
cc: F. B. Klaboe
L. H. Young
J. F. Putnam
J. R. Schultz (FHWA)

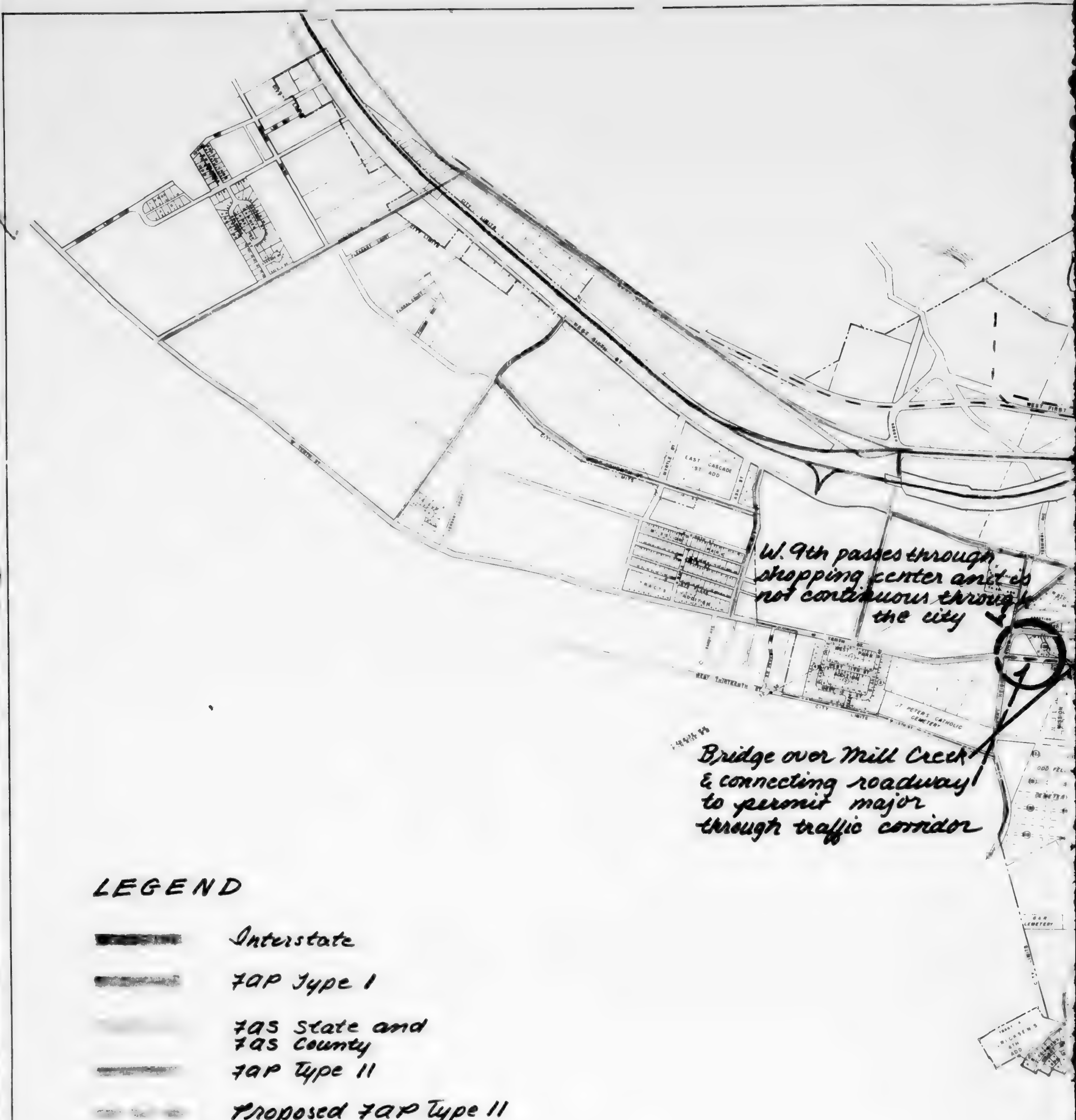


MAP OF
CITY OF THE DALLES,
OREGON

REVISED AUGUST 1970
TENESON ENGINEERING CORPORATION

Rcd 9-22-71


COLUMBIA RIVER
WEST FIRST ST
W. 9th passes through shopping center and is not continuous through the city
1
ge over Mill Creek
nnecting roadway
ermit major
ugh traffic corridor
Park
Shopping District
RESIDENTIAL
School
Shopping District
RE
School
School
Park



W. 9th passes through shopping center and is not continuous through the city

Bridge over Mill Creek & connecting roadway to permit major through traffic corridor

LEGEND

- ▬ Interstate
- ▬ FAP Type I
- ▬ FAS State and FAS County
- ▬ FAP Type II
- ╌ Proposed FAP Type II

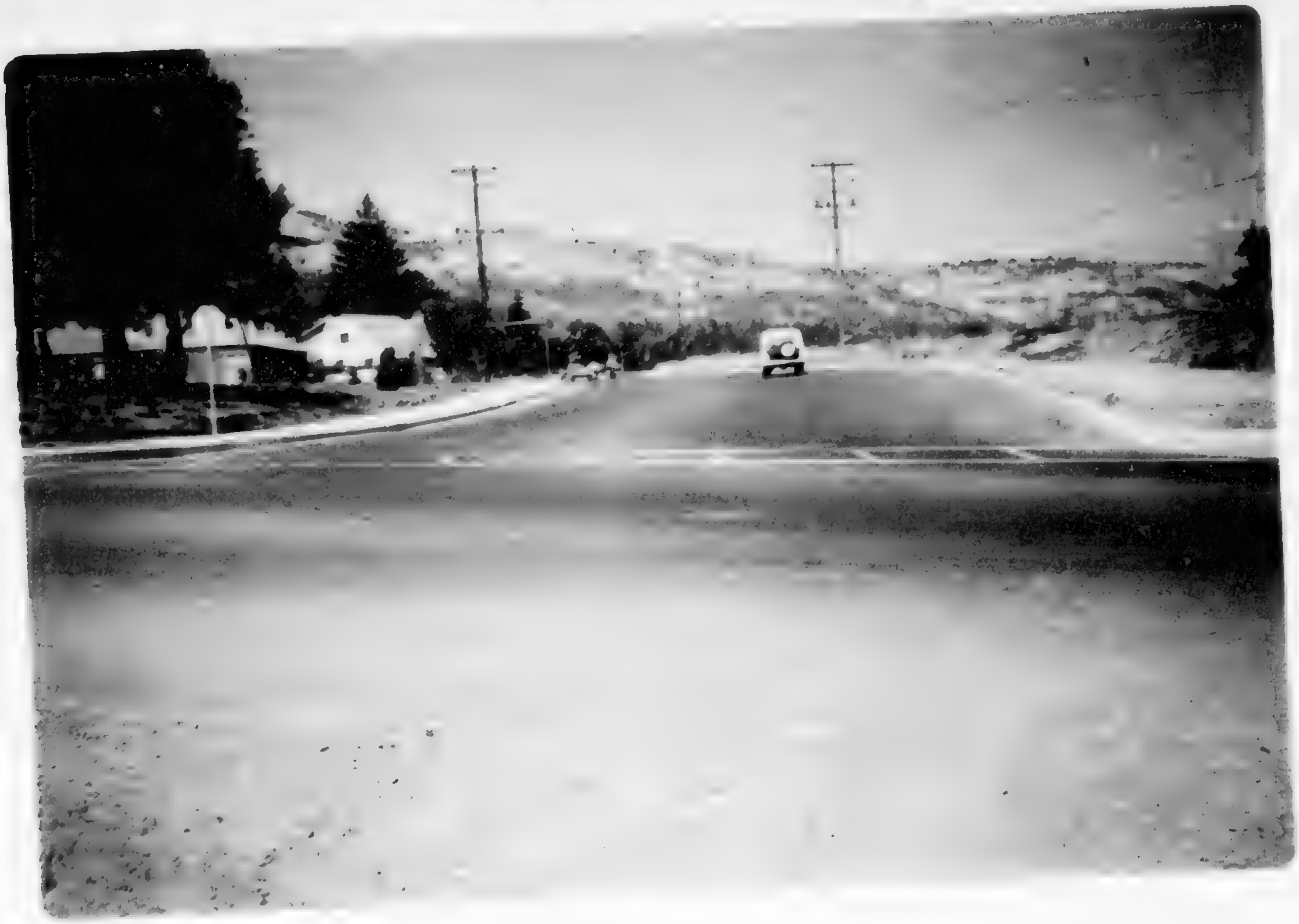
8-2-71

RETURN TO COUNTY & CITY

7/3/71

RETURN TO COUNTY & CITY

8-3-71



THE DALLES

WEST 10TH STREET LOOKING WEST FROM CHERRY HTS. RD.

August 3, 1971

8164 MP 2.2-MP 2.8 Sec Salem-
Dayton Hwy. S. of Dayton
(Grading and paving)

1975

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	[illegible]
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

n Approved; O M B No. 04-R2089

State: Oregon
County: Yamhill
Project Number: RS-6(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 240,158	$ 240,158
Federal funds	$ 187,700	$ 206,055
Other revisions		

This modification is made for the following reasons:

To increase federal aid pro rata to 85.8% (Clause 'B') which results in decrease in previous 100% funding under PL 94-30 to a net of $34,103.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, October 13, 1976

Federal-Aid Project
No. RS-6(1) Safety

MP 2.2 to MP 2.8 Section
Salem-Dayton Highway in Yamhill County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta 92+00 to Sta 123+50)

Total same as previous estimate of February 24, 1976	$240,158.00

Length of Project - - - - - - - - 0.788 mile

Cost of Roadway per mile - - - - $307,769.04

*Federal Funds -		$206,055.00
State Funds -		34,103.00
	TOTAL	$240,158.00

Group 1-100%

Contract No. 8164

Prefix 136-1066

*Increase federal aid pro rata to 85.8%

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-112
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5 [illegible] 76

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State	Oregon
County	Yamhill
Project Number	RS-6(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 240,158	$ 240,158
Federal funds	$ 187,700	$ 240,158
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 2, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 52,458."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8 62

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
MODIFICATION NUMBER 1		Project Number RS-6(1) Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 226,414	$ 240,158
Federal funds	$ 177,033	$ 187,700
Other revisions		

This modification is made for the following reasons:

Increase in bid quantity

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. RS-6(1) Safety

M.P. 2.2 to M.P. 2.8 Section
Salem-Dayton Hwy. in Yamhill County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 92+00 to Sta. 123+50)

Subtotal on previous estimate of April 24, 1975			$199,483.90
Previous Estimate			
1"-0 Aggregate Base	10,000 tons	5.50	55,000.00
Revised Estimate			
1"-0 Aggregate Base	11,700 tons	5.50	64,350.00
	Increase		$ 9,350.00
	Subtotal		$208,833.90
	Engineering		31,324.10
	Total		$240,158.00

Length of Project - - - - - - - - - - - - 0.788 Mile

Cost of Roadway per mile - - - - - - - - - $307,769.04

Federal Funds -		$187,700.00
State Funds -		52,458.00
	Total	$240,158.00

Group 1	100%
Contract No.	8164
Prefix	136-1066

STATE COPY

R

orm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Yamhill PROJECT NO. RS-6(1) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 221, 1.3 mi. S. of Dayton City Limits, S., 0.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-17-75	0.788
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$226,414	$177,033

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E A Hunter
Asst. State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 24, 1975

Federal Aid Project
No. RS-6(1) Safety

M.P. 2.2 TO M.P. 2.8 SECTION

SALEM-DAYTON HIGHWAY IN YAMHILL COUNTY

Project agreement estimate.

Type Code 6201
Roadway (Sta. 92+00 to Sta. 123+50)

Mobilization	All	Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	100	sq.ft.	7.50	750.00
Temporary Barricades	4	only	50.00	200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	700	lin.ft.	7.50	5,250.00
Flagmen	80	hr.	14.00	1,120.00
Clearing and Grubbing	All	Required		1,500.00
Removal of Structures and Obstructions	All	Required		1,500.00
Borrow Excavation	1,975	cu.yd.	3.50	6,912.50
General Excavation	5,890	cu.yd.	2.50	14,725.00
Trench Excavation	1,300	cu.yd.	3.50	4,550.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Obliteration of Roadway	All	Required		2,000.00
Watering	220	M-gal.	7.00	1,540.00
1" - 0 Aggregate Base	10,000	ton	5.50	55,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,250	ton	11.00	35,750.00
Asphalt Cement in Mixture	215	ton	90.00	19,350.00
12-inch Culvert Pipe	614	lin.ft.	7.00	4,298.00
18-inch Culvert Pipe	188	lin.ft.	8.00	1,504.00
Extra for Pipe Under Pavement	40	lin.ft.	14.00	560.00
Concrete Manholes	2	only	700.00	1,400.00
6-inch Drain Pipe	496	lin.ft.	3.40	1,686.40
8-inch Drain Pipe	2,520	lin.ft.	3.80	9,576.00
Special Filter Material in Drains	940	cu.yd.	11.00	10,340.00
Extra for Asphalt Approaches	5	only	200.00	1,000.00
Paved Culvert End Slopes	124	sq.ft.	3.00	372.00
Guide Posts	40	only	10.00	400.00
Roadside Seeding and Mulching	2	acre	700.00	1,400.00
				$197,683.90

Anticipated Items		
Permanent Signing (S.F.)	All Required	$ 500.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
Permanent Pavement Striping (S.F.)	All Required	200.00
Stage Construction Striping (S.F.)	All Required	100.00
		$ 1,800.00
	Subtotal	$199,483.90
	Engineering	26,930.10
	Total	$226,414.00

Length of Project - - - - - - - - 0.788 Mile
Cost of Roadway Per Mile - - - $287,327.41

Federal Funds -$177,033.00
State Funds - 49,381.00

Total Cost -$226,414.00

Group 1 - 100%

Contract No. 8164

Prefix No. 136-1066

8164

January 27, 1976

The Aetna Casualty & Surety Co.
Bond Dept.
1201 SW 12th
Portland, OR 97205

Gentlemen:

On January 23, 1976, we wrote to you concerning release of final payment on Contract No. 8164 awarded to C. C. Meisel Co., Inc. for work on the M.P. 2.2 - M.P. 2.8 Section of the Salem-Dayton Highway in Yamhill County.

Final payment on this contract is $11,134.90 and the total contract amount is $206,293.71 including $1,192.42 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: C. C. Meisel Co., Inc.
PO Box 206
McMinnville, OR 97128

bc

K L & K Associates, Inc.
1 SW Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

SALEM, OREGON
January [illegible], 197[illegible]

[illegible]
Construction Engineer

Highway Project
Acceptance

F. B. [illegible], Administrator
and State Highway Engineer

Contract No. [illegible], Work Completed September [illegible], 197[illegible]

Project [illegible]

Highway Salem-Dayton County Yamhill

Type of Work Grading & Paving

Contractor C. C. Meisel Co., Inc.

Recommended Acceptance Date January [illegible], 197[illegible]

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION M.P. 2.2 - M.P. 2.8

WEEK ENDING September [illegible], 1975

SECTION [illegible] [illegible]

HIGHWAY Salem - [illegible]

COUNTY Yamhill

TYPE OF WORK Grading and Paving

NAME OF JOB M.P. 2.2 - M.P. 2.8

CONTRACTOR [illegible] Meisel Co., Inc.

CONTRACT NUMBER [illegible]

FEDERAL AID PROJECT NUMBER [illegible]

DATE OF CONTRACT April 17, 1975

DATE WORK STARTED June [illegible], 1975

ESTIMATED COMPLETION DATE September 12, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 125

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 12[illegible]

PERCENT OF TIME ELAPSED 10[illegible]%

PROJECT AUTHORIZATION $ [illegible]

EXCLUSIVE OF ENGINEERING $ 208,[illegible].08

ENGINEERING AUTHORIZATION $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON EST MATED COST 99%

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 208,[illegible].08

ENGINEERING COST TO DATE $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91%

DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT OVERRUN / UNDERRUN 2 %

PERCENT OF AUTHORIZATION 102%

ESTIMATED PERCENT COMPLETE ROADWORK

CLEARING	DRAINAGE	GRADING	BASE	OIL AND ORE PAVE	MAT. PROD.
100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.0	.0			.0
MILES PARTIALLY COMPLETED	.0	.0			.0
MILES COMPLETED	.0	.0			.0
TOTAL ESTIMATED QUANTITIES CONTRACT	8,165 Cu.Yd.	10,000 Tons			[illegible],400 Tons
TOTAL QUANTITIES CORRECTED TO DATE	8,165 Cu.Yd.	11,750 Tons			[illegible],200 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,165 Cu.Yd.	1[illegible],750 Tons			[illegible],200 Tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK

1 Truck

ESTIMATED PERCENT COMPLETE STRUCTURES

BRIDGE NO

PERCENT

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Sunny	0		
MONDAY	Clear, Sunny	0		
TUESDAY	Clear, Sunny	0		
WEDNESDAY	Clear, Sunny	0		
THURSDAY	Clear, Sunny	0		
FRIDAY	Clear, Sunny	1		
SATURDAY	Clear, Sunny	0		

RECEIVED
[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work today.
MONDAY	No work today.
TUESDAY	No work today.
WEDNESDAY	No work today.
THURSDAY	No work today.
FRIDAY	Contractor removing danger tree.
SATURDAY	No work today.

REMARKS

This is the final weekly report as all contract work is complete.

SIGNED L.P. Drake

LOCATION 2111 Front St. N.E.
Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

TRANSACTION NUMBER 3-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(FPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-17-75
BY (Signature): MR. RULIEN'S MARCH 11, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1 *
ITEM NOS. ________ THRU ________

STAGE 2
ITEM NOS. 33 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
33	RS-6(1)	0.60	251,000	196,200

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MILE POINT 2.2 TO 2.8 ON THE SALEM-DAYTON HIGHWAY.	GRADE, DRAIN, HIGH TYPE PAVEMENT.

3-19-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAR 18 '75

REMARKS (Division)

I CONCUR THAT THIS PROJECT IS A NON MAJOR ACTION.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND THE REASONS THEREOF.

RECOMMENDED
DATE ________ SIGNATURE AND TITLE ________

APPROVED
DATE 3-17-75 SIGNATURE AND TITLE ________

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-2-8
ev. 3-71)

GPO 915-56

PRO 6-2

March 11, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-6(1)

We are submitting program data for one project, Item No. 33, Project No. RS-6(1), "M.P. 2.2-M.P. 2.8 Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on April 10, 1975.

We request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e and does not require an environmental statement.

Encl.

JG:js

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-11-75

U.S. DEPA
BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2	1	SR 221, 1.3 mi. S. of Dayton City Limits, S.	ADT	1,200*	2,200	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	[illegible]	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Gr., Dr., H.T. Pave					RS-	6

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
4	Rural Secondary	Yamhill	071
	NAME OF URBAN AREA 17-31	ROUTE NO. S · FEDERAL-AID 116 (32) · STATE 150 (36) (37) · U.S. - - (41)	
	- -		

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		SR 221, 1.3 mi. S. of Dayton City Limits, S. 0.6 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"MP 2.2 - MP 2.8 Sec."	0.60	251,000	196,200	54,800	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1			0.60	251,000	196,200	54,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS

Gr
2
8

ROW
Acc
Par
non

*DHV is 150

-over-

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ACTION NO.

TO W.O.

3-11-75

UMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	SR 221, 1.3 mi. S. of Dayton City Limits, S.		1,200*	2,200	95	10	Oregon	41	075	33

ER OF PROPOSED WORK (35 typewriter	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Gr., Dr., H.T. Pave								RS-	6	(1)		

FEDERAL FUNDS: Rural Secondary

URBAN AREA: - -

COUNTY NAME: Yamhill — CODE 071

ROUTE NO. S — FEDERAL-AID 116 — STATE 150 — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			PE		SR 221, 1.3 mi. S. of Dayton City Limits, S. 0.6 mi.						Gr., dr., H.T. pave. 2 - 12' lanes with 8' shoulders.
			ROW								
			CONST (CODE) (Safety) 6201		"MP 2.2 - MP 2.8 Sec."	0.60	251,000	196,200	54,800		ROW - 100' normal; Access Control-partia Parking Restrictions- none.
PREPARED BY					PROJECT TOTALS	0.60	251,000	196,200	54,800		

REMARKS

PROGRAM APPROVAL DATES

*DHV is 150

-over-

M.P. 2.2-M.P. 2.8 SECTION

PROJECT NO. RS-6(1)

Existing Facility: 20-foot bit. penetration surface with 2-foot shoulders. This section has two substandard curves on the south end, one 15° posted for 35 MPH and one 14° posted for 40 MPH.

Adjacent Sections:

North End - - - - 20-foot bit. penetration surface with 6-foot shoulders.

South End - - - - Same as above-described existing facility.

Project Data: The project consists of grade, drain and high-type pave two 12-foot lanes with paved 8-foot shoulders.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: Will be made by State as required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: A-95 review by State Clearinghouse and District 3 Clearinghouse not required under paragraph 2b of IM 50-1-70 as a substantial amount of right-of-way was acquired prior to September 30, 1969.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

Public Hearings: Not required under PPM 20-8 and PPM 20-8(1) in effect at time of location/design approval.

Location/Design Approval: Granted under the "Secondary Road Plan" August 20, 1968.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project is being programmed as a "Safety Improveme
Project" under the provisions of FHPM 6-8-2.1 because
is the opinion of the State Highway Division that the
existing substandard curves within the project limits
a potential accident hazard greater than average base
locations with like characteristics having greater tha
average accident experience. This particular section
located between two lengthy stretches accommodating hi
speed operation. Since the posted safe speed of the
existing two curves are 35 MPH and 40 MPH this introdu
a situation, especially for the north bound motorist,
the driver is not conditioned for. The proposed reali
ment of the roadway is basically a projection of the
southerly tangent which will increase the safe speed t
this section reducing substantially the potential haza
for collision and noncollision accidents at this locat

M.P. 2.2-M.P. 2.8 SECTION

PROJECT NO. RS-6(1)

Facility: 20-foot bit. penetration surface with 2-foot s. This section has two substandard curves on the south 15° posted for 35 MPH and one 14° posted for 40 MPH.

Sections:

th End - - - - 20-foot bit. penetration surface with -foot shoulders.

th End - - - - Same as above-described existing facility.

Data: The project consists of grade, drain and high-type 12-foot lanes with paved 8-foot shoulders.

ons to Minimum Standards: None.

ion Assistance Payments: Will be made by State as required.

Action, Railroads, Airports, Water Developments, Historical reational Areas: None involved.

-70 Requirements: A-95 review by State Clearinghouse and t 3 Clearinghouse not required under paragraph 2b of IM as a substantial amount of right-of-way was acquired prior ember 30, 1969.

7-2 Requirements: Nonmajor action project not requiring an mental statement.

Hearings: Not required under PPM 20-8 and PPM 20-8(1) in at time of location/design approval.

on/Design Approval: Granted under the "Secondary Road Plan" 20, 1968.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project is being programmed as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 because it is the opinion of the State Highway Division that the two existing substandard curves within the project limits have a potential accident hazard greater than average based on locations with like characteristics having greater than average accident experience. This particular section is located between two lengthy stretches accommodating high speed operation. Since the posted safe speed of the existing two curves are 35 MPH and 40 MPH this introduces a situation, especially for the north bound motorist, that the driver is not conditioned for. The proposed realignment of the roadway is basically a projection of the southerly tangent which will increase the safe speed through this section reducing substantially the potential hazard for collision and noncollision accidents at this location.

PRO 6-2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 5, 1975

TO MEMORANDUM TO THE FILE

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
MP 2.2-MP 2.8 Section
Project No. ~~RF-6(-)~~ RS-6(-)
Salem-Dayton Highway
Yamhill County

We are of the opinion that location/design approval was given for the subject project (formerly known as Stringtown Road Sec.) by the State Highway Division prior to January 14, 1969 issue of PPM 20-8 and no action is required under current FHPM 7-7-5, based on the following information:

1. "Public Hearings" were not required for the subject project under PPM 20-8 and PPM 20-8(1) which were in effect during the period August 10, 1956, to January 14, 1969, the time period in which the location/design for the project was accomplished.

2. The Highway Commission, on August 20, 1968, approved the survey of the project for advance right-of-way purchase.

3. Right-of-way acquisition of the first of the required four parcels was consummated May 28, 1969.

4. Plans for the subject project were submitted to the field and various departments for their review February 19, 1969. The proposed work is to provide two 12-foot lanes of high-type pavement with 8-foot shoulders.

The subject project is exempt from State Clearinghouse and District Clearinghouse A-95 review under paragraph 2b of IM 50-1-70 because a substantial portion of the right-of-way had been acquired before September 30, 1969; i.e., 5.43 acres of the required 6.46 acres (84%) had been acquired, and therefore, considered ample enough to be classified as "substantial".

cc: FHWA (G. L. Green)
F.B. Klaboe
E. S. Hunter
J. H. Versteeg
D. E. Swan
B. L. Gifford

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2-28-75

A. PROJECT IDENTIFICATION

Name of Project Mile Point 2.2 - Mile Point 2.8 (Section) RS-6(1)

Location of Project Salem - Dayton (Highway Name) Oregon Secondary 150 (Highway No., US - ORE)

(City) Yamhill (County) 2 (Region)

Program F.A.S. (Funding) (Estimated Cost) 136-1421 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a section of highway on a revised alignment to eliminate three short radius curves.

Origin and History: Survey and design completed in 1968. Right of way acquired in 1969.

C. DESCRIPTION OF PROJECT

Length 0.6 mile.

Termini Northerly terminus (M.P. 2.2) is approximately 850 feet north of Mallard Lane County Road. The southerly terminus is approximately 2,300 feet south of Mallard Lane.

Alignment ☐ New ☐ Existing ☒ Combined

3

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 6 acres of farmland including a farm home acquired in 1969. The land has remianed in continuous production.

Typical Section The existing road has 21 feet of paved surfacing and 6 fott gravel shoulders. The proposed typical is for 2 travel lanes with standard paved shoulders.

Structures

Characteristics (ADT) The 1973 A.D.T. was 1,100 vehicles of all types. The 1993 projection is for an estimated 2,300 vehicles.

Other General Information (or Supplemental information to items)

The bypassed section of highway will remain in use, providing access to field approaches and farm homes that presently have access to the existing facility.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The natural terrain is flat to gently rolling. There are no major drainage ways within the project area and the natural drainage is poor. Some man-made drainage systems have been installed to improve the natural drainage. Soils are excellent for farming and produce various types of farm crops.

Subsurface drainage facilities disturbed by construction would be reconstructed to maximum efficiency. Highway drainage features are designed to complement existing natural and man-made drainage systems.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The present land use is for farming exclusively. The farms tend to be quite large with farm homes widely separated and in the project section, well set back from the highway. Ambient noise levels are low and highway noises are quite noticeable. However, there are no noise sensitive areas adjacent to the highway. Ambient air quality is good except possibly in the late summer and fall when field burning creates smoke.

Utilities consist of power and telephone lines; both will be affected by construction.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Right of way acquired in 1969. No additional right of way would be required.

Consequences:

As the land acquired for right of way has remained in production, the converting of 6 acres of farm land to highway use would be an impact of construction. The impact of displacing a farm home has already occured.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

Farm land would be converted to highway use.

Consequences:

See item no. 1 above.

4. Expected Adverse Effects on Natural Ecological Resources:

No significant impacts on the natural ecology are anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

As right of way was acquired in 1969, but has not been converted to highway use as yet, there could be controversy over property lines, access points, or fencing agreements.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

RECEIVED
FEB 6 1970
FOR FILING

Dayton, Oregon
Feb. 2, 1970

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper;

We wish to thank you for your recent letter stating that you have altered your design on Highway 221 past our place.

The change is most gratifying and we do wish to express our sincere thanks.

Very truly yours,

Mr + Mrs W E [illegible]

FORWARDED TO
By

RECEIVED
FEB 4 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1970

FOR FILING

Corres

R/W

Salem Dayton Sec.

3166

January 19, 1970

Mr. W. E. Grabenhorst
Route 1, Box 254
Dayton, Oregon 97114

Dear Mr. Grabenhorst:

In further reply to your letter of October 29, 1969, concerning the Salem-Dayton Highway in the vicinity of your home near Stringtown Road, I have personally reviewed the matter on the ground.

I have decided that we can stop our project south of your buildings and trees so that it will not be necessary to disturb any of them. It will, however, be necessary to take a small amount of land near the south line of your property.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee - Please write new description. FBK
R. D. Asburry

DJB:bdr srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1970

SUBJECT: Stringtown Road Section
Salem-Dayton Highway
Yamhill County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Wednesday, December 31, George Wills and W.N. Hackleman investigated the subject proposal relative to the effect it would have on trees near the W. E. Grabenhorst residence.

There are three (3) locust trees on the easterly side of the roadway in line with the front of a fruit stand shed. These trees are approximately 18" in diameter and are 35 feet from the location centerline; they are right at the toe of a light fill slope and would overhang the shoulder of the proposed highway. These trees would need be cut.

A large 4-foot diameter locust clump sits only 25 feet west of the centerline within the existing right of way line some 70 feet southerly of the house. This locust clump would have to be removed.

A large cherry tree (2-foot diameter) sits 43 feet west of centerline in the front yard. This cherry tree could be the major concern of Mr. Grabenhorst. There is about 2-1/2 feet of cut proposed in front of this cherry tree. A standard 4:1 slope would catch right at the tree. If the tree was left and the slope steepened, route damage could result. In the event an effort was made to save this cherry tree, the large lower limbs would have to be pruned. I would recommend removal of the cherry tree.

There is one other tree in the front yard--a large birch, I think--outside the proposed right of way and would be unaffected by the project.

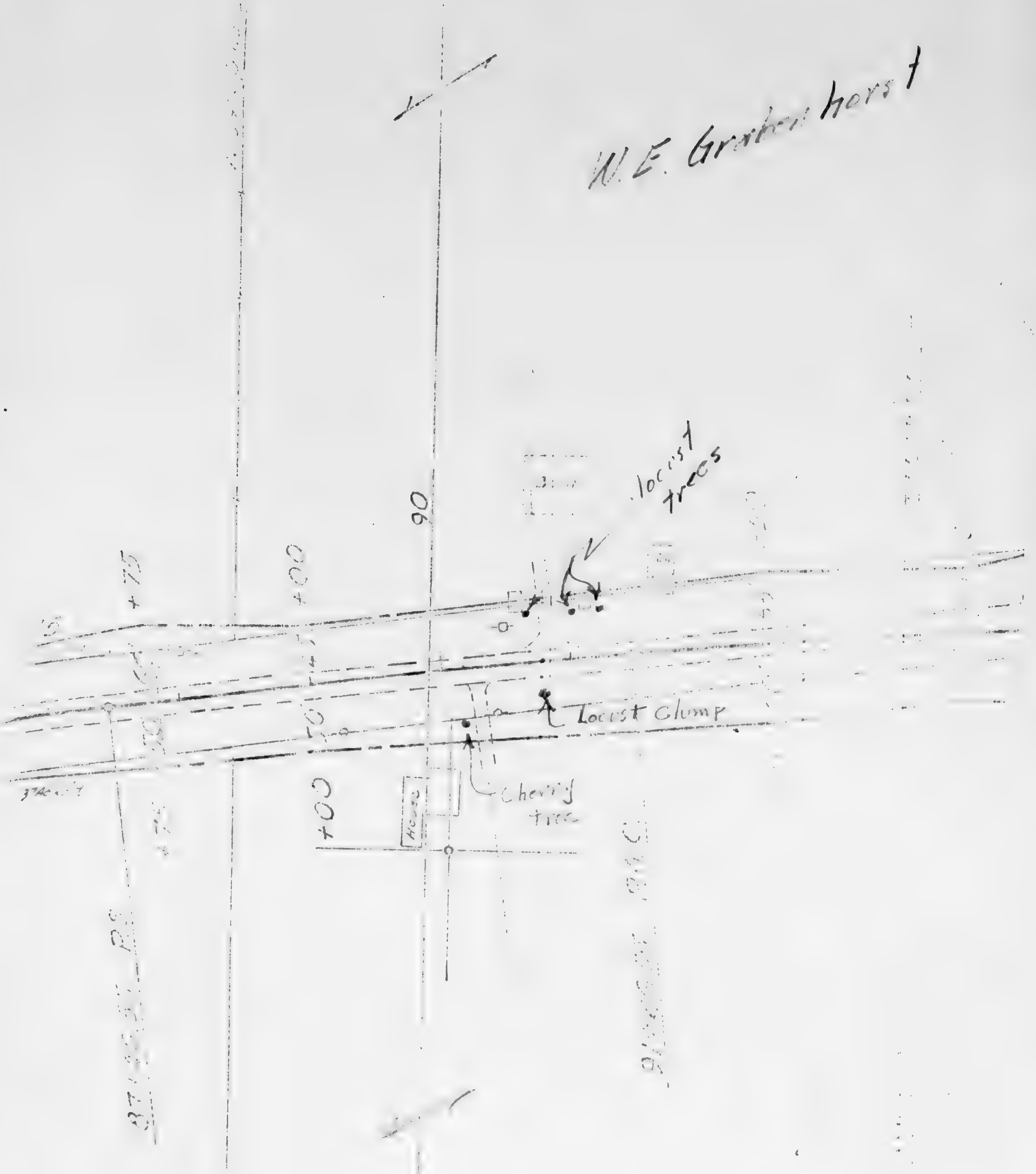
D. J. Barbee
Design Engineer

By W. N. Hackleman

W.N. Hackleman
Assistant Chief Locating Engineer

RECEIVED
JAN 5
OFFICE OF
STATE HIGHWAY ENGINEER

WNH:jp



W. E. Grabenhorst

RECEIVED
NOV 14 1969
FOR FILING

November 14, 1969

Mr. W. E. Grabenhorst
Route 1, Box 254
Dayton, Oregon 97114

Dear Mr. Grabenhorst:

Thank you for your letter of October 29 concerning the Salem-Dayton Highway in the vicinity of your home near Stringtown Road.

We will review our design to see if there is anything we can do to lessen the effect on your property. After we have completed this review, I will communicate further with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee (Attention George Wills - Please discuss this
R. D. Asburry matter with me at your earliest convenience.)

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER
[illegible] answer

Dayton,Oregon [illegible]

Oct.29,I969

Dear Mr. Jackson,

I know that you are a very busy man and do not care to be bothered with incidentals,but there is a proposed change past our place two miles south of Dayton on Highway 22I which I wish you could personally take a look at in the near future. A proposed survey to take the same curve out was made some fifteen years ago but was not so extensive.

The proposed change will bring the new Right-of-way within sixteen feet of our front porch and take out valuable trees on both sides of the Highway which from our point of view is wholly unnesessary.

Very truly yours,

W E [illegible]

Phone 864.2514

RECEIVED
OCT 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 - 1969
FORM E-30 50M 10-65

FOR FILING

R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1969

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT:

Stringtown Road & Oak Crest Farms Section
Salem - Dayton Highway
Yamhill and Polk Counties

Your letter of April 18 requested the right of way status for two surveys on the subject Highway.

We believe that the subject sections are the ones you had in mind and the right of way information is as follows:

Stringtown Road Section (Survey name - M.P. 2.2 to M.P. 2.8)

Total Files - 5 (2 with improvements)
Appraised - 5
Optioned - 1 (with improvements)
Unclosed - 4 (1 with improvements) actively working on these

Oak Crest Farm Section (Survey name - M.P. 16.8 Curves)

Total Files - 10
Purchased - 9
Optioned - 1

Both surveys have been approved by the Highway Commission.

Barbee
D. J. Barbee
Design Engineer

NOTED
R. L. PORTER

FOS:hc

Porter
Info

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 - 1969
FORM E-30 80M 10-68

FOR FILING

R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1969

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Stringtown Road & Oak Crest
Farms Section
Salem - Dayton Highway
Yamhill and Polk Counties

Your letter of April 18 requested the right of way status for two surveys on the subject Highway.

We believe that the subject sections are the ones you had in mind and the right of way information is as follows:

Stringtown Road Section (Survey name - M.P. 2.2 to M.P. 2.3)

Total Files - 5 (2 with improvements)
Appraised - 5
Optioned - 1 (with improvements)
Unclosed - 4 (1 with improvements) actively working on these

Oak Crest Farm Section (Survey name - M.P. 16.5 Curves)

Total Files - 10
Purchased - 9
Optioned - 1

Both surveys have been approved by the Highway Commission.

Barbee
D. J. Barbee
Design Engineer

NOTED
R. L. PORTER

FOS:hc

Porter
Info

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8164 R

H

RECEIVED
AUG 12 1968

August 12, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Stringtown Road Section of the Salem-Dayton Highway in Yamhill County has been completed. The project involves a short section of relocation, thus eliminating several sharp curves. A public hearing will not be required for this project. The length of this section is 0.74 mile and a map is attached for your information.

The estimated construction cost of this project is $155,000 and the estimated right-of-way cost is $24,000, for a total estimated cost of $179,000.

We request your approval of the survey and authority to purchase the necessary right-of-way with construction to take place when sufficient funds are available. This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

[illegible]
State Highway Engineer

Enclosure
GB:jp lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
D. H. Moehring
R. D. Asburry

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section M.P. 2.2 - 2.8 Highway Salem-Dayton (F.S. 116) County Yamhill Prefix 136-1421

Res. Engr. Ross Harris Approx. Length 0.73 Miles. Sta. 35+ to Sta. 123+50+ Date 8-7-68

Mean

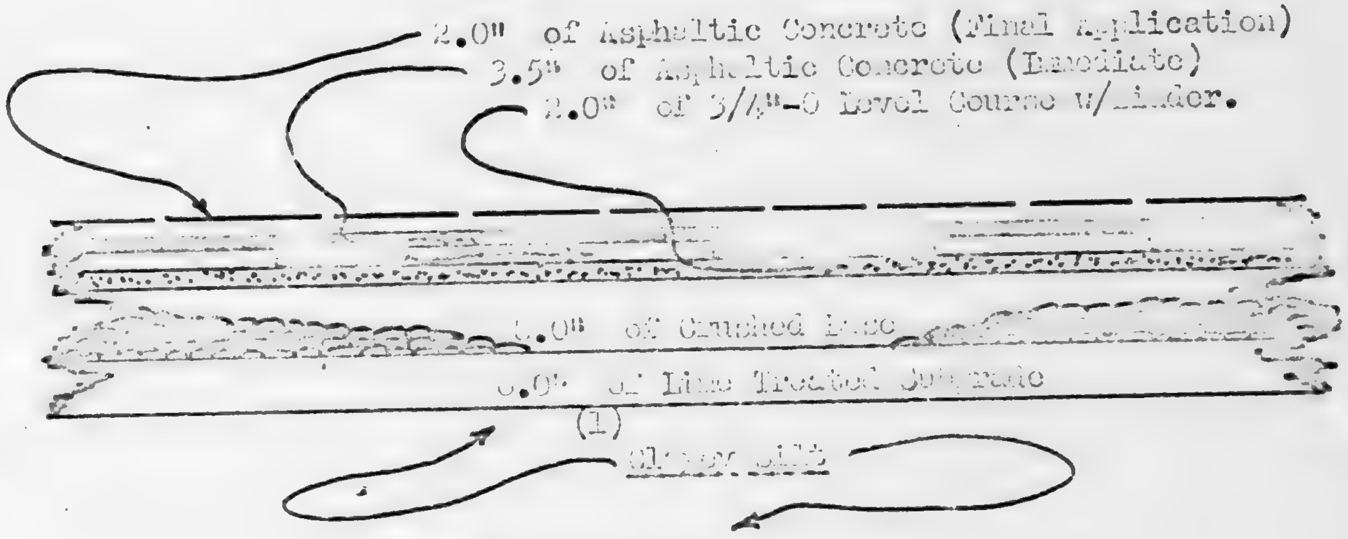
Truck A.D.T. 118 Traffic Coefficient 7.6 18 kip s.a. per day 55.9.

Annual Precipitation 40" (McMinnville) Frost Penetration - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A.)
	7.0	3.5	A.C. (I.)
	.0	[illegible]	Level
	[illegible]	[illegible]	Cr. Base
	[illegible]	[illegible]	[illegible]
26.0	[illegible]	[illegible]	

AUG 1968

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Level Course w/Binder.
8.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

See Page 2 for Remarks.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Location Engineer
Rural Engineer

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ Asst Construction Engineer

Approved by ______ Asst. State Highway Engineer

M.P. 2.2 - 2.8
Salem-Dayton Highway
Yamhill County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBR" Total Requirement	Actual Thickness
6.0 - 7.0	3.0"	2.0"	8.5"	6.0"	21.5"	19.5"
4.8 - 6.0	2.0"	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	2.0"	*4.0"	6.0"	13.5"	14.0"

*Minimum for Traffic Classification.

Should substitutions be made use the "CBR" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus supplementals.) = 0.8" Crushed Base

1.0" Lime Treated Subgrade = 0.8" Crushed Base

Remarks:

Tests of the subgrade soils indicate a need for a blanket course to prevent infiltration of the fine-grained soil into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket. A credit of 1.0" Lime Treated Subgrade = 0.8" Crushed Base has been allowed.

TRAFFIC ANALYSIS

SECTION: M.P. 2.2 - 2.8

HIGHWAY: Salem-Dayton

COUNTY: Yamhill

1150 Present ADT (1968)

13 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	100	1.9	190	145	450	65,250
3	40	1.9	76	58	1000	58,000
4	2	1.9	4	3	1250	3,750
5	8	1.9	15	12	3180	38,160
6	0	--	--	--	2570	----
				218	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 165,160

TWENTY YEAR EWL 3,303,200

TRAFFIC COEFFICIENT 7.6

SECTION: M.P. 2.2 - 2.8

HIGHWAY: Salem-Dayton

COUNTY: Yamhill

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Part of Design

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.79± mi.) project with no P.C.C. in the immediate area.

R

3164
RECEIVED
JUN 13 1967
FOR FILING

Salem, Oregon 97310
June 12, 1967

M.P. 2.2 - M.P. 2.8
Salem-Dayton Highway
Yamhill County

Mr. F. D. Morgan
Construction Engineer
BUILDING

I have been advised by Mr. Gifford that a survey has been worked up for flattening a pair of reversing curves on this section of highway. He also advised me that Mr. Barbee is "not too happy with the profile".

Please look into this profile matter and see if it needs improving. If not, we should proceed immediately to work up a survey approval and hold hearings if any are necessary in order to acquire the right-of-way.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1967

REFERRED TO
BY DEPUTY STATE HIGHWAY

SUBJECT: Survey MP 2.2 - MP 2.8
Salem-Dayton Highway
Yamhill County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

REFERRED TO
Porter
By Asst. State Hwy. Engr.
Please advise me

The survey on the subject section has been completed and it is my understanding that the project was initiated by you, through Mr. Wimer, for some future safety program.

The work involves flattening a pair of reversing curves. Mr. Barbee has given a cursory look and is not too happy with the profile. Right of way is needed and we will need a survey approval map. Right of way cost - $15,000.

This project is not listed on a program; therefore, Commission action is required for construction financing. Please advise your desires regarding this location. Construction cost - $155,000.

F.D. Morgan
Construction Engineer

By Ben Gifford

Ben Gifford
Program Engineer

BG:jr

cc: J.E. Morelock

March 9, 1967

RECEIVED
MAR 13 1967
FOR FILING

RE: LOCATION PROSPECTUS
M.P. 2.2 to M.P. 2.8 SECTION
SALEM-DAYTON HIGHWAY
YAMHILL COUNTY

This prospectus has an incorrect prefix number. Please change your prefix number on your prospectus to read 136-1421.

P. L. Carstensen
Location Office Engineer

PLC:fp

cc A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
W. H. Tebeau
F. W. Yarbrough (2)
L. H. Young

8164

RECEIVED
MAR 8 - 1967

R

Prefix No. 127-1426

LOCATION PROSPECTUS
M. P. 2.2 TO M. P. 2.8 SECTION
SALEM DAYTON HIGHWAY
YAMHILL COUNTY

HIGHWAY: Salem-Dayton. State Secondary No. 150, Federal-aid Secondary No. 116.

TERMINI: The northerly terminus is at Station 91+00 (M.P. 2.2). The southerly terminus is at Station 123+00 (M.P. 2.8).

LENGTH: 0.6 mile.

PROGRAM: Not programmed.

NARRATIVE: This is a location survey to prepare plans, specifications and estimates of cost for grading and paving on revised alignment. A reconnaissance was completed in November 1966. No drainage problems are anticipated. Soils investigations will be conducted. An economic analysis is not needed at this time. Investigations will be made of past high water data to see if the design of this project will be affected.

CHARACTERISTICS: Present ADT 980; projected ADT 1860.

STANDARDS: Class "B". Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot paved shoulders.

BASE DESIGN: Tentative base design for construction is:

Wearing Surface	3-1/2"	A.C.
Top Course Base	2"	Leveling
Bottom Course Base	16-1/2"	Crushed Rock
Total Depth	22"	

ACCESS: Not controlled.

ADD'L FACILITIES: None.

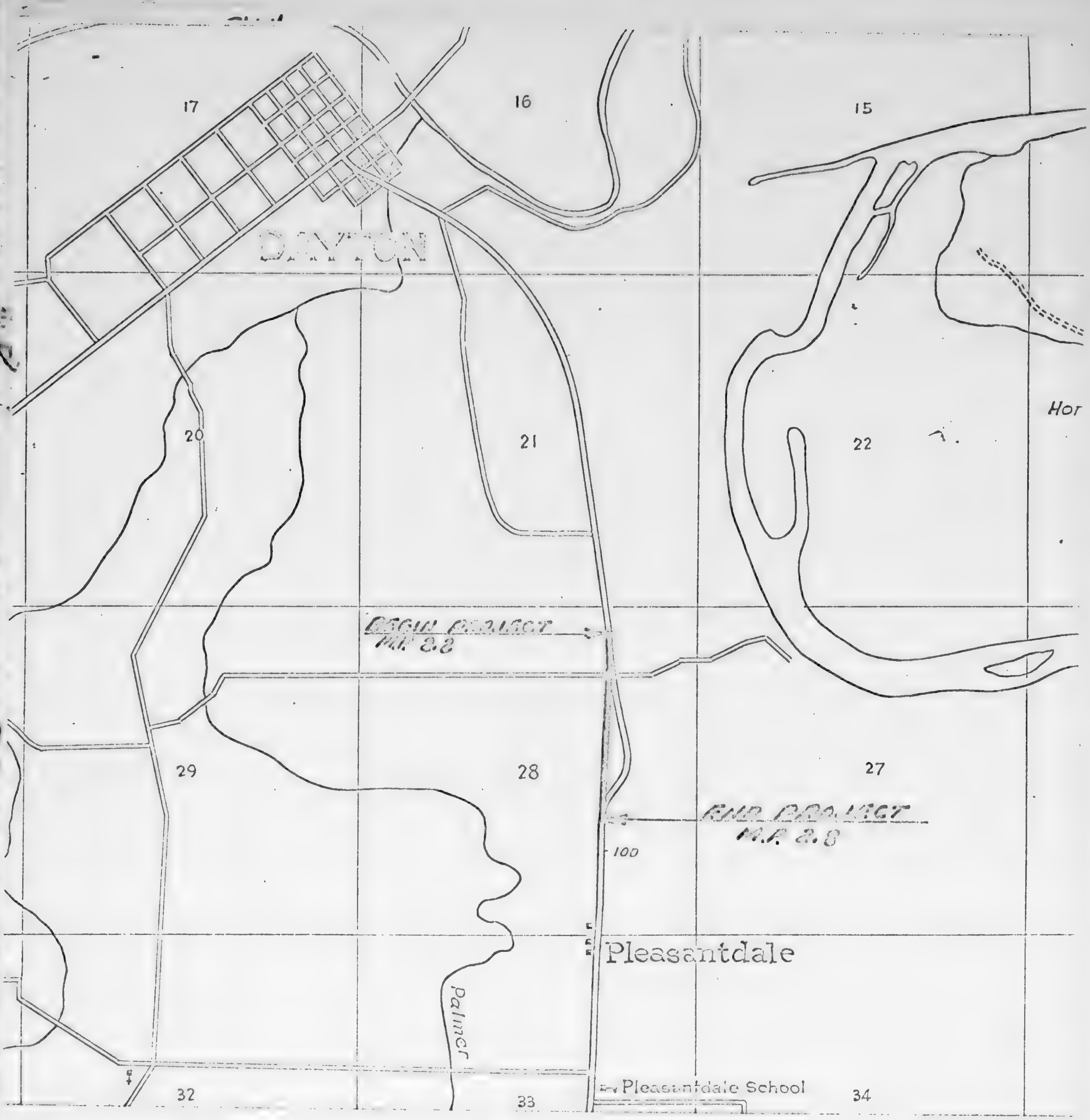
MATERIAL: Commercial Sources.

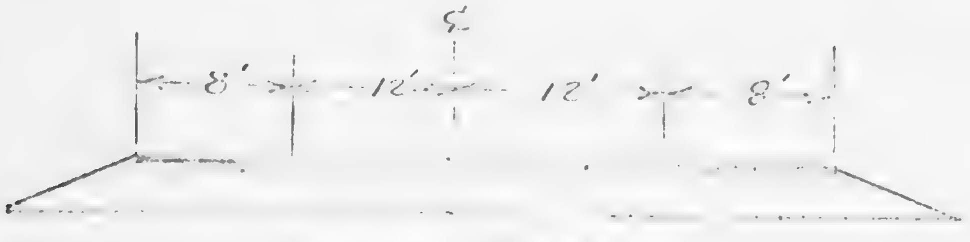
AGREEMENTS: Routine utility adjustments are anticipated. Utility companies involved are: Sunnyside Telephone Company and P.G.E. Company.

PARKS OR WAYSIDES: None.

March 3, 1967
Attachment

cc: A.W. Parsons (3)
Forrest Cooper
F.B. Klaboe
Victor D. Wolfe
Tom Edwards
F.D. Morgan
L.W. Rulien (3)
Mark Astrup
R.N. Chase
H.S. Cox
F.B. Crandall
Frank Hall
E.S. Hunter
Val Johnson
Ivan Merchant (4)
D.H. Moehring (3)
A.D Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O.C. Turner
W.H. Tebeau
F.W. Yarbrough (2)





TYPICAL SECTION

PROSPECTUS MAP
M.P. 2.2 – M.P. 2.8 SEC.
SALEM-DAYTON HWY.
YAMHILL COUNTY

[illegible]

8164

[illegible]

FORM E-30X—50M—2-66 SP*23500-734

FOR FILING

R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1967

To: Mr. R. D. Asburry
Division Engineer
BUILDING

1331

1234

SUBJECT: M.P. 2.2 - M.P. 4.0
Salem-Dayton Highway
Yamhill County

Please submit survey authorization for the subject section to rework an old project between limits A and B as shown on the recon data and take necessary steps to acquire the right of way.

It is Mr. Klaboe's hope that the project could be added to one of the existing State Construction programs for early reconstruction. It could probably be added to the Oak Crest Farm Project.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:rw

cc: F. B. Klaboe

RECEIVED
JAN 16 1967
FOR

Const
R/W
Salem Dayton Sec

1331

Salem, Oregon 97310
January 13, 1967

M.P. 2.2 - M.P. 4.0
Salem-Dayton Highway
Yamhill County

Mr. F. D. Morgan
Construction Engineer
BUILDING

Please rework the project between the limits A and B and take the necessary steps to acquire the right-of-way.

While this is not on any program for construction, it would be our hope that we could add it to one of the existing state construction programs for early reconstruction. It could probably be added to the project that we now have worked up around Oak Crest Farm on this same section of highway.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1967

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: M.P. 2.2 - M.P. 4.0
Salem-Dayton Highway
Yamhill County

ATTN: Mr. J. E. Morelock
Chief Locating Engineer

Estimated costs for improvement of the Salem-Dayton Highway between M.P. 2.2 and M.P. 4.0 south of Dayton are as follows with the proposal limits being depicted on the attached map.

	Segment A - B	Segment B - C
Length, miles	0.6	1.2
Grade & Pave	$115.000	$255,000
Structures	- - -	- - -
Right of Way	5,000	5,000
Est. Const. Cost	$120,000	$260,000

NOTED
F. B. KLABOE

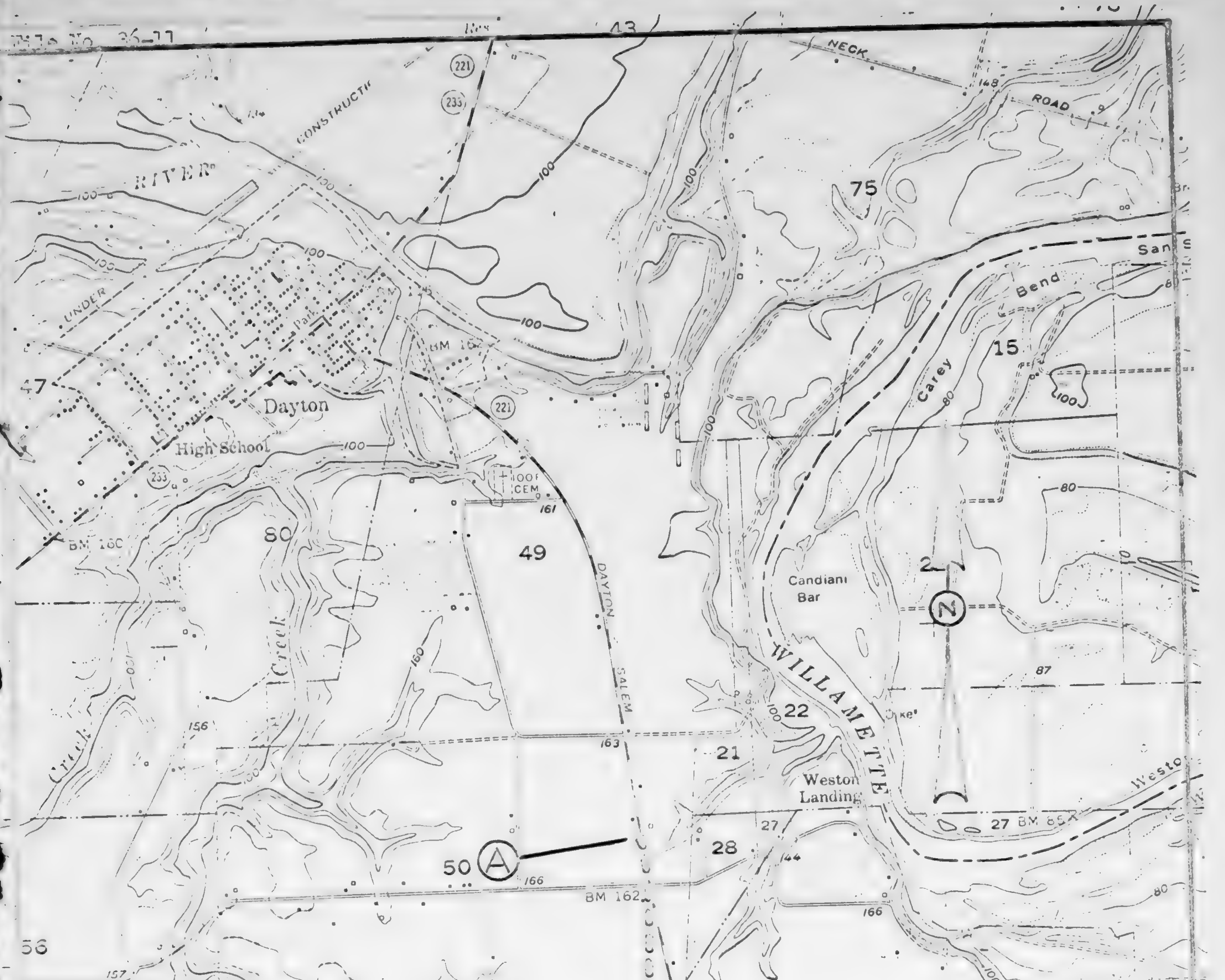
Total cost for the two segments is $380,000 for 1.8 miles of construction. 1965 ADT is in the neighborhood of 1,000 (weighted average) through the area which served as a basis for the 12-foot lanes and 8-foot shoulders assumed for the estimates.

W. H. Tebeau
Preliminary Studies Engineer

NOTED
R. L. PORTER

WHT:rw

File No. 36-11



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
M. P. 2.2 - M. P. 4.0
SALEM - DAYTON HIGHWAY 150
YAMHILL COUNTY

Scale: 1"-2,000' Dec. 1966

R

Routing

Dooley

Bond

Moreland

Trout

Scott

Will

Litchfield

Olson

SP*23657-734

RECEIVED
NOV 30 1966
CONSTRUCTION
DIVISION

FORM E-30X—50M—7-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 28, 1966

SUBJECT: Reversing Curves
Salem-Dayton Highway
MP 2.2-2.8

To: Mr. F. D. Morgan
Construction Engineer
Department

On November 15, F. B. Klaboe brought to my attention two sharp, reversing curves at the subject location in need of some easing. He asked that we make a reconnaissance survey of what could be done to correct them, following which a survey should be undertaken. Attached is a copy of the reconnaissance survey prepared by your staff.

Rather than simply easing the curves this map is based on following a line located in 1937 but on which Right of Way as yet has not been acquired. Also, it is based on following the existing highway northerly for about 700 feet from the point that it first connects in order to tie onto a section that had been improved in 1949.

These two items do raise the cost materially over simply easing these two curves but in my opinion our doing this is preferable and, therefore, is recommended.

Would you please present this to Mr. Klaboe to determine if he wants us to follow through with the survey on this basis. There should be more survey records available than just simply the line shown on RW drawing 5B-4-23 but in the search made by your staff they were not found. However, the survey should not be difficult to reproduce.

As an added bit of information, there would be approximately 1.10 miles immediately to the south of this project where the proposed future horizontal alignment and present alignment nearly coincide but which also should be improved to eliminate numerous short, sharp verticals on which sight distance is limited.

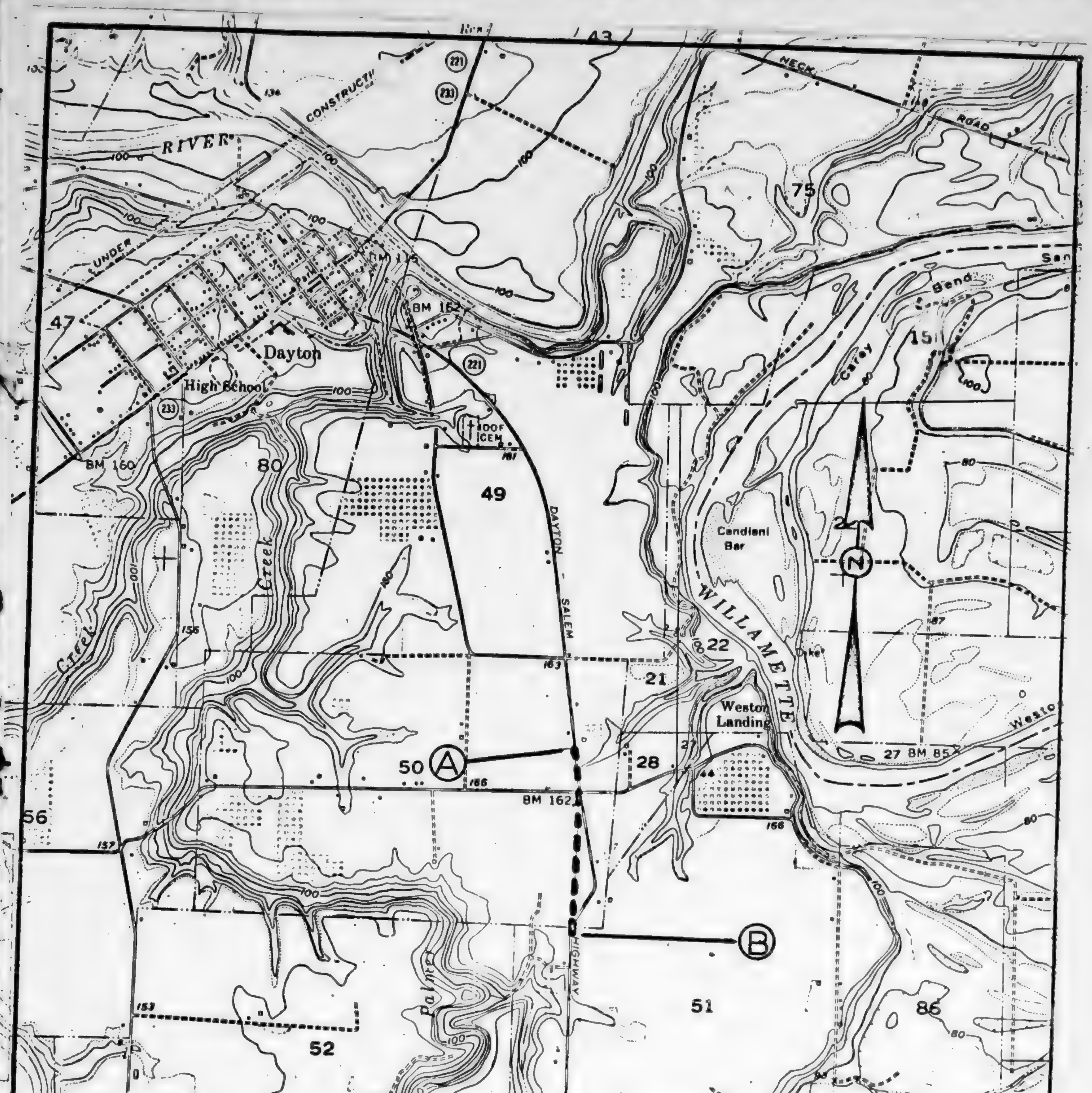
R. D. ASBURRY,
Division Engineer

By

NOTED
12 16 66
W. H. TEBEAU

GERALD WIMER,
Assistant Division Engineer

GW:nn
Enc.



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
M. P. 2.2 - M. P. 2.8
SALEM - DAYTON HIGHWAY 150
YAMHILL COUNTY

Scale: 1"-2,000' Nov. 1966

8165 Richland Rock Prod. Proj. 197
northerly of Richland
Baker-Copperfield Hwy.

August 26, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 22, 1975, we wrote to you concerning release of final payment on Contract No. 8165 awarded to E. H. Itschner Co. for work on the Richland Section of the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $3,272.39 and the total contract amount is $57,359.23. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: E. H. Itschner Co.
1118 Toliver Rd.
Molalla, OR 97038

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

R

FORM E-1 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Richland

WEEK ENDING: June 28, 1975

SECTION PREFIX: 1-8330

HIGHWAY: Baker-Copperfield

COUNTY: Baker

NAME OF JOB: Richland Rock Production

KIND OF WORK: Crushing

CONTRACTOR: E.H.Itschner

CONTRACT NUMBER: 8165

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 12, 1975

ESTIMATED COMPLETION DATE: June 27, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 6 SUPERVISION 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 31, 1975

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $64,120.00

EXCLUSIVE OF ENGINEERING: $58,520.00

ENGINEERING AUTHORIZATION: $5,600.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This week: 511.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,409.23

ENGINEERING COST TO DATE: $3,147.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89.5

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 1.9 %

PERCENT OF AUTHORIZATION: 56 %

DATE PROJECT WAS COMPLETED: June 27, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			12,229.5 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,229.5 C.Y.		
AVERAGE DAILY QUANTITIES			408 C.Y.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK

Crusher, 2-loaders, D-6 tractor, 1-truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P/cloudy			
MONDAY	P/cloudy,showers			
TUESDAY	P/cloudy,rain			
WEDNESDAY	Cloudy			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY	Cloudy			

[illegible]D
30 1975
[illegible]TION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Completed crushing
TUESDAY	Removing crusher and dressing pit area.
WEDNESDAY	Removing crusher and dressing pit area.
THURSDAY	Removing crusher, dressing and reshaping existing pit area.
FRIDAY	Removing crusher and dressing crusher area.
SATURDAY	No activity

REMARKS

Status of work:

3/4 - 1/2 material(2,210.1 C.Y.) completed.

3/8 - #10 material(10,019.5 C.Y.)completed.

SIGNED ____________ LOCATION Baker, Oregon

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8166 Oregon City-New Era Section 1975
of Pacific Highway East
(Paving)

STATE

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	[illegible]
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon

County: Clackamas

Project Number: U-RF-132(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 432,697-U 23,229-RF	$ 432,697-U 23,229-RF
Federal funds	$ 338,325-U 18,162-RF	$ 371,254-U 19,930-RF
Other revisions		

This modification is made for the following reasons: To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $61,443 Urban funds and $3,299 Rural Primary funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

BY

Oregon State Highway Division
Salem, ORegon October 11, 1976

Federal Aid Project
No. U-RF-132(13)

Oregon City-New Era Section

Pacific Hwy. East In Clackamas County

Revised Project Agreement Estimate.

Type Code 6201 Roadway (Urban)(MP 13.04 to MP 17.87) Total same as previous estimate of May 5, 1976	$432,697.00
Type Code 6201 Roadway (Rural)(MP 17.87 to MP 18.41) Total same as previous estimate of May 5, 1976	$ 23,229.00

Length of Project (Urban)- - - - - - - - - - -	4.83 miles
Length of Proejct (Rural)- - - - - - - - - - -	0.54 miles
TOTAL	5.37 miles
Cost of Roadway Per Mile (Urban) - - - - - -	$89,585.30
Cost of Roadway Per Mile (Rural) - - - - - -	43,016.67

SUMMARY OF FUNDS

Description	TOTAL COST	*FEDERAL FUNDS	STATE FUNDS
Roadway (Urban G-1)	$432,697.00	$371,254.00	$ 61,443.00
Roadway (Rural G-2)	23,229.00	19,930.00	3,299.00
TOTAL	$455,926.00	$391,184.00	$ 64,742.00

Group 1 - 90% Group 2 - 10%
Contract No. - 8166
Prefix - 3-1040

*Increase in Federal Aid Pro Rata to 85.8%

GPO 895-313

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-192 + 5-193

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Clackamas

Project Number
U-RF-132(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 432,697-U 23,229-RF	$ 432,697-U 23,229-RF
Federal funds	$ 338,325-U 18,162-RF	$ 432,697-U 23,229-RF
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 19, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 94,372-U 5,067-RF
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-190 & 5-191
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Clackamas
Project Number	U-RF-132(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	462,002-U $ 51,108-RF	432,697-U $ 23,229-RF
Federal funds	361,239-U $ 39,961-RF	338,325-U $ 18,162-RF
Other revisions		

This modification is made for the following reasons:

Decrease in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

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535.65
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800.00
800.00
289.50
654.95
,181.25
825.70
,361.35
,335.65
,697.00

Oregon State Highway Division
Salem, Oregon May 5, 1976

Federal Aid Project
No. U-RF-132(13)

OREGON CITY-NEW ERA SECTION PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

Revised Project Agreement Estimate

Type Code 6201
Roadway (Urban MP 13.04 to MP 17.87)

Mobilization	All Required (90%)		$ 12,600.00
Temporary Protection and Direction of Traffic	All Required (90%)		7,200.00
* Temporary Signs	275 sq.ft.	5.00	1,375.00
* Flagmen	65.5 hour	11.00	720.50
Removal of Structures and Obstructions	All Required (95%)		3,800.00
* Watering	0 M-gal.	50.00	--
1" - 0 Aggregate Base	1,320 cu.yd.	7.30	9,636.00
Class "C" Asphalt Concrete Mixture in Approaches and Leveling	8,900 ton	8.87	78,765.00
* Class "C" Mod. Asphalt Concrete Mixture	9,969 ton	9.35	93,210.15
* Asphalt Cement in Mixture	1,423 ton	66.00	93,918.00
* Portland Cement Additive in Class "C" Mod. Mixture	117 ton	55.00	6,435.00
* Asphalt in Tack Coat	37 ton	125.00	4,625.00
* Guardrail, Type 2A	4,489 lin.ft.	9.00	40,401.00
Guardrail Anchors, Type 1	13 only	300.00	3,900.00
Extra for Guardrail Bridge Connections	1 only	500.00	500.00
Rail End Pieces, Type "C"	13 only	150.00	1,950.00
* Extra for Asphalt Approaches	31 only	150.00	4,650.00
* Adjusting Manholes	9 only	250.00	2,250.00
Adjusting Inlets	18 only	100.00	1,800.00
			$367,535.65

Additional Items

Temporary Erosion Control	All Required		$ 100.00
Permanent Pavement Striping (S.F.)	All Required		1,800.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
PA1 Type 2A Guardrail	1,925 lin.ft.	10.54	20,289.50
PA2 Install Guardrail & Blocks	280.5 lin.ft.	5.90	1,654.95
PA3 Install Type 2A Guardrail	112.5 lin.ft.	10.50	1,181.25
			$ 25,825.70
	Subtotal		$393,361.35
	Engineering		39,335.65
	Total		$432,697.00

Type Code 6201
Roadway (Rural MP 17.87 to MP 18.41)

Mobilization	All Required (10%)		$ 1,400.00
Temporary Protection and Direction of Traffic	All Required (10%)		800.00
* Temporary Signs	30 sq.ft.	5.00	150.00
* Flagmen	0 hour	11.00	--
Removal of Structures and Obstructions	All Required (5%)		200.00
* Watering	0 M-gal.	50.00	--
1" - 0 Aggregate Base	180 cu.yd.	7.30	1,314.00
* Class "C" Asphalt Concrete Mixture in Approaches and Leveling	115 ton	8.85	1,017.75
* Class "C" Mod. Asphalt Concrete Mixture	1,032 ton	9.35	9,649.20
* Asphalt Cement in Mixture	72 ton	66.00	4,752.00
* Portland Cement Additive in Class "C" Mod. Mixture	12 ton	55.00	660.00
* Asphalt in Tack Coat	3 ton	125.00	375.00
* Guardrail, Type 2A	0 lin.ft.	9.00	--
* Guardrail Anchors, Type 1	0 only	300.00	--
* Extra for Guardrail Bridge Connections	0 only	500.00	--
* Rail End Pieces, Type "C"	0 only	150.00	--
* Extra for Asphalt Approaches	4 only	150.00	600.00
			$ 20,917.95

Additional Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
	Subtotal	$ 21,117.95
	Engineering	2,111.05
	TOTAL	$ 23,229.00

*Changes in quantities.

Length of Project: (Urban)------- 4.83 miles
(Rural)------- 0.54 mile
Total 5.37 miles

Cost of Roadway Per Mile: Urban $89,585.30
Rural 43,016.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Urban)	$432,697.00	$338,325.00	$ 94,372.00
Roadway (Rural)	23,229.00	18,162.00	5,067.00
TOTALS	$455,926.00	$356,487.00	$ 99,439.00

Group 1 - 90%
Group 2 - 10%
Contract No. - 8166
Prefix No. - 3-1040

3166

R

orm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clackamas PROJECT NO. U-RF-132(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, 0.7 mi. N. of Oregon City S. city limits S. 5.37 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	5.37
OTHER *(Specify)*		

FUNDS Pro Rata 73.19%

ESTIMATED TOTAL COST OF PROJECT $ 513,110	FEDERAL FUNDS 361,239 (Urban) $ 39,961 (Rural Primary)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)

G. L. Green

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 9, 1975

Federal-aid Project
No. U-RF-132(13)

OREGON CITY-NEW ERA SECTION
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Urban MP 13.04 to MP 17.87)

Mobilization	All Required (90%)		$ 12,600.00
Temporary Protection and Direction of Traffic	All Required (90%)		7,200.00
Temporary Signs	246 sq.ft.	5.00	1,230.00
Flagmen	225 hour	11.00	2,475.00
Removal of Structures and Obstructions	All Required (95%)		3,800.00
Watering	36 M-gal.	50.00	1,800.00
1" - 0 Aggregate Base	1,320 cu.yd.	7.30	9,636.00
Class "C" Asphalt Concrete Mixture in Approaches and Leveling	8,900 ton	8.85	78,765.00
Class "C" Mod. Asphalt Concrete Mixture	13,200 ton	9.35	123,420.00
Asphalt Cement in Mixture	1,500 ton	66.00	99,000.00
Portland Cement Additive in Class "C" Mod. Mixture	135 ton	55.00	7,425.00
Asphalt in Tack Coat	48 ton	125.00	6,000.00
Guardrail, Type 2A	3,950 lin.ft.	9.00	35,550.00
Guardrail Anchors, Type 1	13 only	300.00	3,900.00
Extra for Guardrail Bridge Connections	1 only	500.00	500.00
Rail End Pieces, Type "C"	13 only	150.00	1,950.00
Extra for Asphalt Approaches	42 only	150.00	6,300.00
Adjusting Manholes	4 only	250.00	1,000.00
Adjusting Inlets	18 only	100.00	1,800.00
			$404,351.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
Permanent Pavement-Striping (S.F.)	All Required	1,800.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 2,700.00

Subtotal	$407,051.00
Engineering	54,951.00
Total	$462,002.00

Type Code 6201
Roadway (Rural MP 17.87 to MP 18.41)

Mobilization	All Required (10%)		$ 1,400.00
Temporary Protection and Direction of Traffic	All Required (10%)		800.00
Temporary Signs	27 sq.ft.	5.00	135.00
Flagmen	25 hour	11.00	275.00
Removal of Structures and Obstructions	All Required (5%)		200.00
Watering	4 M-gal.	50.00	200.00
1" - 0 Aggregate Base	180 cu.yd.	7.30	1,314.00
Class "C" Asphalt Concrete Mixture in Approaches and Leveling	1,100 ton	8.85	9,735.00
Class "C" Mod. Asphalt Concrete Mixture	1,500 ton	9.35	14,025.00
Asphalt Cement in Mixture	170 ton	66.00	11,220.00
Portland Cement Additive in Class "C" Mod. Mixture	15 ton	55.00	825.00
Asphalt in Tack Coat	6 ton	125.00	750.00
Guardrail, Type 2A	200 lin.ft.	9.00	1,800.00
Guardrail Anchors, Type 1	1 only	300.00	300.00
Extra for Guardrail Bridge Connections	1 only	500.00	500.00
Rail End Pieces, Type "C"	1 only	150.00	150.00
Extra for Asphalt Approaches	8 only	150.00	1,200.00
			$ 44,829.00

Additional Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
	Subtotal	$ 45,029.00
	Engineering	6,079.00
	Total	$ 51,108.00

Length of Project: (Urban) - - - 4.83 miles
(Rural) - - - 0.54 mile
Total 5.37 miles

Cost of Roadway Per Mile: Urban $95,652.58
Rural 94,644.44

Retained in Program Status

(Urban) Guardrail Connection to Rock Wall	All Required	$ 200.00
(Urban) Preparation of Turnouts	All Required	800.00
(Urban) Permanent Signing	All Required (90%)	900.00
	Subtotal	$ 1,900.00
	Engineering	256.00
	Total	$ 2,156.00
(Rural) Permanent Signing	All Required (10%)	$ 100.00
	Subtotal	$ 100.00
	Engineering	13.00
	Total	$ 113.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Urban)	$462,002.00	$361,239.00	$100,763.00
Roadway (Rural)	51,108.00	39,961.00	11,147.00
Subtotals	$513,110.00	$401,200.00	$111,910.00
Retained in Program (Urban)	2,156.00	1,685.00	471.00
Retained in Program (Rural)	113.00	88.00	25.00
Totals	$515,379.00	$402,973.00	$112,406.00

Group 1 - 90%
Group 2 - 10%

Contract No. 8166

Prefix No.: 3-1040

OREGON CITY-NEW ERA SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 100.00

☆U.S. GOVERNMENT PRINTING 74—732-628

STATE COPY

cc: Wash DC (HHO-32)
OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 6/1/76	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. U-RF-132(13)
COMPLETION DATE 9/18/75	ACCEPTANCE DATE BY CONTRACT AGENCY 12/10/75	TIME ELAPSED 90 %	CONTRACT TIME 125 CWD
APPROVED EXTENSIONS None	LOCATION Project begins in Oregon City and extends south 5.33 miles along Highway 99E to the Community of New Era.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON CITY-NEW ERA SECTION
PACIFIC HIGHWAY EAST
Paving

All contract work was completed in reasonable close conformance with the plans and specifications on 9/11/75 at a final cost of $454,311.31 or approximately 12 percent below the authorized amount of $515,494.30. A total of 118 days were used as compared to the 125 days allowed under the contract. There were no major significant overruns or underruns.

Liquidated damages in the amount of $539.39 were assessed in accordance with an approved procedure for AC mixture which did not comply with the specification (gradation) requirements.

RECEIVED
STATE HWY ENGR
JUN 7 '76
REFER TO
FOR
Info. Inves. R/D D/R Sign Act. File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 6/1/76	TITLE	DATE 6/4/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8166

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

CARD A

PART A

STATE Oregon

Clackamas

U-RF-132(13)

URBAN
RURAL X

6201

May 29, 1975

430,311

COMPLETED September 18, 1975

4.83

0

PART B

30	LABOR	TOTAL MAN HOURS 8,692	GROSS EARNINGS $113,000

CARD B

32 TOTAL COST OF ALL MATERIALS AND SUPPLIES 174,080

76,000

688

CARD C

409,416

21,890
25,000

6,527

1,000.00

0

FORM PR-47
REV. 9-74

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted [illegible] highway construction project involving Federal funds except [illegible] primarily of the installation of protective [illegible] grade [illegible] crossings [illegible] that are constructed [illegible] account or direct labor basis Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration [illegible] highway [illegible] tion projects [illegible]

Form PR-47 should be transmitted [illegible] the Final Report required by Federal-Aid Highway Program Manual Vol. [illegible] Ch 4, Sec 2, Sub Sec [illegible]

A separate [illegible] data for two [illegible] where [illegible] case of a comp[illegible] more than one project one form may be prepared [illegible] for the entire contract provided [illegible] PR-47 should not be prepared for a contract covering [illegible] of material but the quantity of material should be reported [illegible] subsequently included in a construction project [illegible] only the **original** of Form PR-47 typed [illegible] no carbon or **"fast" copies**, should be transmitted [illegible] Washington [illegible]

If nonparticipating work is included [illegible] combined with the Federal-aid [illegible] subcontract may be [illegible] that for the prime [illegible] It will be the State's responsibility [illegible] subcontract [illegible] material [illegible] contract, and no [illegible] State [illegible] and [illegible] Material and [illegible] All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.

Part A INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY [illegible] (FEDERAL AID HIGHWAY PROGRAM MANUAL [illegible] SEC 1 SUB SEC 9)

"Final Construction Cost [illegible]

Length of Project [illegible]

[illegible]

Form PR-47 [illegible]

Part B INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 [illegible] quantity of aggregates purchased from [illegible] gravel, crushed stone, etc. Do not [illegible] Items 11 and 12. Aggregates [illegible] reported as Item [illegible] or 95.

Item 3 [illegible] gallons [illegible] asphalt and tar [illegible] Item 12.

Item 4 [illegible] and used on the [illegible] but excluding timber [illegible] purchased for [illegible] The quantity of [illegible] **thousand board feet** and [illegible] is the number of board feet.

Item 5 [illegible]

Item 6 [illegible] gauge of coating [illegible] structural plate pipe.

Item 7 [illegible] for bar [illegible] reinforcing [illegible] concrete pipe.

Item 8 [illegible]

Item 9 [illegible] diesel oil [illegible] conversion [illegible]

Item 10 [illegible]

Item 11 [illegible] concrete [illegible] cost and [illegible]

Item [illegible]

Item [illegible] coating [illegible] drain and [illegible]

Item 12 [illegible] feet of clay pipe and [illegible]

[illegible] as sand.

[illegible] appr[illegible]

[illegible] openings of all [illegible] operation [illegible] are encountered

8166

February 27, 1976

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder St.
Portland, OR 97205

Attn: Daniel J. Seifer

Gentlemen:

This is in reply to your letter of February 26, 1976, concerning the Clackamas Sand and Gravel, Inc., Contract No. 8166, Oregon City-New Era Section of the Pacific Highway East in Clackamas County. This contract was completed on September 18, 1975, and was accepted on December 10, 1975.

As requested, we are attaching a copy of the Final Estimate No. 6, Contract Payment Voucher. There is no charge for this material.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

February 26, 1976

Mr. C. W. Head
Department of Transportation
Highway Building
Salem, OR 97310

Re: OSHD Contract No. 8166

Dear Mr. Head:

This office represents Ruffing & Ruffing, Inc., a subcontractor to Clackamas Sand & Gravel, Inc. on the above referenced project.

I would greatly appreciate it if you could advise me of the date on which the job was formally accepted by the Oregon Transportation Commission, if at all.

Also, I would ask that you furnish me with a copy of the most recent estimate and contract payment voucher on the project. If this is not the final estimate, I would appreciate any information that the Resident Office might give you with respect to the anticipated date on which the final estimate will be issued. We would be happy to reimburse you promptly for any photocopying costs.

Thank you for your courtesy and cooperation.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

[illegible] 1-5-[illegible]

RECEIVED
[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 22, 1975

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Ave.
Portland, OR 97205

Gentlemen:

On December 15, 1975, we wrote to you concerning release of final payment on Contract No. 8166 awarded to Clackamas Sand and Gravel, Inc., for work on the Oregon City-New Era Section of the Pacific Highway East in Clackamas County.

Final payment on this contract is $20,745.81 and the total contract amount is $425,548.69 including $339.63 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Clackamas Sand and Gravel, Inc.
15751 Washington St.
Oregon City, OR 97045

Inland Insurance Associates, Inc.
Northtown Office Bldg.
Spokane, WA 99207

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

Kobin & Meyer
Attorneys at Law
Suite 800
610 SW Alder St.
Portland, OR 97205

October 10, 1975

Gentlemen:

This is to acknowledge receipt of the Ruffing & Ruffing, Inc. claim advising that Clackamas Sand & Gravel, Inc. owes them $5,983.43 for hauling and placing asphaltic concrete, etc. From the description given in the claim, this appears to be in reference to the Clackamas Sand and Gravel, Inc., Contract No. 8166, Oregon City-New Era Section of the Pacific Highway East in Clackamas County.

The Aetna Casualty and Surety Company furnished the performance bond on this contract which is given to assure completion of this job and payment of all bills incurred in it. We will advise them of receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Ruffing & Ruffing, Inc.
13800 SE 152nd Drive
Clackamas, OR 97015

The Aetna Casualty & Surety Co.
Bond Dept.
1201 SW 12th
Portland, OR 97205

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

Clackamas Sand & Gravel, Inc.
15751 Washington St.
Oregon City, OR 97045

Noted on Card

491

FILED
OCT 13 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 13 1975
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM

TO: Mr. Cecil Head, Secretary
Oregon Department of Transportation
Highway Building
Salem, OR 97310

Re: OSHD Contract No. 8166

Please take notice that the undersigned Ruffing & Ruffing, Inc. has a claim in the amount of $5,983.43 for hauling and placing of asphaltic concrete and related work against the bond taken from the Aetna Casualty and Surety Company, as surety, and Clackamas Sand & Gravel, Inc., as principal, on Oregon State Highway Division Contract No. 8166, for improvement of the Oregon City to New Era section of the Pacific Highway East.

This notice is filed pursuant to ORS 279.528.

DATED this 6th day of October, 1975.

RUFFING & RUFFING, INC.

By: ______________________

STATE OF OREGON)
)ss
County of Clackamas)

Before me, personally appeared the above named Dan Ruffing, who is the Secretary of Ruffing & Ruffing, Inc. and acknowledged the foregoing instrument to be its voluntary act and deed.

____
Notary Public for Oregon
My commission expires:

cc Secretary of State
Aetna Casualty and Surety
Company

September 29, 1975

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder St.
Portland, OR 97205

Attn: Daniel J. Seifer

Gentlemen:

As requested in your letter of September 26, 1975, we are attaching a copy of the bond covering Contract No. 8166 with Clackamas Sand & Gravel, Inc.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Files CPL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

September 26, 1975

Mr. Cecil Head, Secretary
Oregon Transportation Department
Salem, OR 97310

Re: OSHD Contract No. 8166

Dear Mr. Head:

This office represents Ruffing & Ruffing, Inc., a subcontractor to the prime contractor on the above referenced project.

I would appreciate receiving a copy of the statutory bond posted by the prime contractor.

Thank you for your cooperation.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8//

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: OREGON CITY - NEW ERA		WEEK ENDING: September 20, 1975
		SECTION PREFIX: 3-1040
HIGHWAY: Pacific Hwy E		COUNTY: Clackamas
NAME OF JOB: Oregon City - New Era	KIND OF WORK: Paving	
CONTRACTOR: Clackamas Sand & Gravel, Inc.	CONTRACT NUMBER: 8166	FEDERAL AID PROJECT NUMBER: U-RF-132(13)
DATE OF CONTRACT: May 5, 1975	DATE WORK STARTED: May 29, 1975	ESTIMATED COMPLETION DATE: September 12, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 125	CALENDAR DAYS USED: 120
PROJECT AUTHORIZATION: $515,494.30	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 96.0
EXCLUSIVE OF ENGINEERING: $474,618.10	ENGINEERING AUTHORIZATION: $40,879.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $430,448.99	ENGINEERING COST TO DATE: $18,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.9
ESTIMATED PERCENT XXXXXX UNDERRUN: 9.3 %	PERCENT OF AUTHORIZATION: 45.5 %	DATE PROJECT WAS COMPLETED: Sept. 18, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	XXXXXXR PAVE	MAT L PROD
				100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.33
MILES PARTIALLY COMPLETED					"
MILES COMPLETED					"
TOTAL ESTIMATED QUANTITIES (CONTRACT)					24,700 ton
TOTAL QUANTITIES CORRECTED TO DATE					21,883 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					"
AVERAGE DAILY QUANTITIES					995 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

1 pickup trk.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	CALENDAR WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Cldy - Clear	1		
TUESDAY	Ptly Cldy	1		
WEDNESDAY	Clear	1		
THURSDAY		1		
FRIDAY		1		
SATURDAY		1		

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	
TUESDAY	
WEDNESDAY	No activity
THURSDAY	Completed guard rail work.
FRIDAY	No activity
SATURDAY	No activity

REMARKS

SUMMARY: Completed guard rail work.

NEXT WEEK: No activity

MAN-DAYS ON PROJECT: Office 5½
Field ½

SIGNED Ronald LOCATION Oregon City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Wash DC (HHO-32)
Hossner

RAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 6-10-75	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. U-RF-132(13)

IN COMPANY WITH

Ed Hardt, Don Adams & Clair Kuiper, OSHD.

COPY SENT
JUL 17 1975
Washington

LOCATION

Project begins in Oregon City and extends south 5.33 miles along Highway 99E to the community of New Era.

CONTRACTOR NAME AND ADDRESS

Clackamas Sand & Gravel, Inc., 15751 Washington St., Oregon City OR 97045

AWARD DATE 5-5-75	CONTRACT AMOUNT $449,180.00	TIME ALLOWED 125 cal. days	TIME STARTED 5-24-75	WORK STARTED 5-29-75
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14%	WORK COMPLETED 25%	

REMARKS

NOTED
H.S. COULTER

RECEIVED
JUL 8 1975
Office of
Assistant State Highway Engineer

OREGON CITY-NEW ERA SECTION
PACIFIC HIGHWAY EAST
Paving

Work to be completed under this contract consists of construction of a 1½-inch asphalt concrete pavement overlay and installation and revision of guardrail.

At the time of this inspection the contractor was in the process of completing construction of a leveling course. It is anticipated that placement of the 1½-inch asphalt overlay will begin later in the week. The workmanship involved in the leveling course is considered very good. During the inspection it was noted that the plans did not provide for replacement of a considerable amount of substandard guardrail, filling in gaps in the existing rail at several locations, and installation of rail at locations considered necessary from a safety standpoint. The State indicated that they would review in detail the safety needs of the project and make revisions or additions where considered necessary.

To date no problems have been encountered in meeting the materials specifications of the contract. Likewise, the EEO requirements of the contract are being met in a reasonable and timely manner.

No work has been done on the guardrail portion of the contract to date. In fact, the contractor has not yet made a decision on who the subcontractor for this work will be.

R

June 6, 1975

Clackamas Sand and Gravel, Inc.
15751 Washington St.
Oregon City, OR 97045

Gentlemen:

This will acknowledge your memo of June 4, 1975, and assignment to the First National Bank of Oregon, Oregon City Branch all sums due or to become due on the following contract: Contract No. 8166, Paving, Oregon City-New Era Section, Pacific Highway East, Clackamas County.

The assignment form has been approved as to form by Mr. Jack Sollis, Assistant Attorney General.

As requested, future payments will be made in your name and mailed to the First National Bank of Oregon, Oregon City Branch, 911 Main Street in Oregon City, Oregon.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: The Aetna Casualty & Surety Co.
Bond Dept.
1201 SW 12th
Portland, OR 97205

bc: V. E. Skoog Attn: Dick Hacek
Jack Sollis

ASSIGNMENT

For value received, Clackamas Sand & Gravel, Inc., ("Assignor"), assigns the following described property ("Collateral") and grants a security interest therein to FIRST NATIONAL BANK OF OREGON, ("Bank") its successors and assigns: All of Assignor's right, title and interest in the proceeds of that certain contract No. 8166 awarded to Assignor on May 5, 1975 by the State of Oregon Department of Transportation, dated May 2, 1975, a copy of which is marked Exhibit A attached hereto and by this reference is made a part hereof, together with all the sums due or to become due under said contract. "Obligor" shall mean the account debtor, contract purchaser or the other person(s) obligated for the payment of money as the case may be.

Assignor warrants to the Bank that:

A. he is the absolute owner of said Collateral.

B. he has not heretofore assigned or granted a security interest in the Collateral or any sums of money due or to become due thereunder, or any right or interest therein or thereto.

C. the full amount payable according to the terms of the Collateral is justly owing and payable in accordance with the terms thereof.

D. there are no defaults existing under the Collateral.

E. there are no offsets or counterclaims to the Collateral.

F. as of the date of this assignment, there is now unpaid and owing thereon $ 159,000.00.

G. assignor covenants to the Bank that he will strictly and promptly perform each of the terms, conditions, covenants and agreements in the Collateral contained on his part to be performed.

H. this assignment is made as security for the payment of Assignor's promissory note to Bank dated June 2, 1975, in the principal amount of $159,000.00, together with interest thereon in accordance with its terms and tenor.

I. assignor authorizes and directs Obligor to pay and deliver to Bank all sums of money payable by the terms of the Collateral and to accept the receipt of Bank therefor. Obligor shall be under no obligation to determine that any indebtedness hereby secured is owing or to see to the application of any sums of money paid to Bank and the receipt of Bank shall constitute a complete acquittance to the extent of any payment made to Bank by Obligor until Bank shall notify Obligor in writing that Assignor is no longer indebted to Bank.

J. It is expressly understood and agreed that Bank shall not be required or obligated in any manner to make any demand or to take any action to collect or enforce the payment of any amount which may have been assigned to it or to which it may have been entitled hereunder at any time or times.

This assignment is not a delegation or assignment to Bank of Assignor's duties or obligations under or in connection with collateral. Bank's acceptance of this assignment does not constitute a promise by it nor does it in any way obligate it to perform any of Assignor's duties or obligations under or in connection with collateral.

Assignor hereby appoints Bank, its successors and assigns, his attorney in fact, irrevocable, with full power of substitution, to demand, collect, receive, receipt for, sue and recover all sums of money which may now or hereafter become due, owing or payable from Obligor in accordance with the terms of the Collateral; to execute sign and endorse any and all claims, instruments, receipts, checks, drafts or warrants issued in payment thereof and to settle or compromise any and all claims arising under the collateral assigned to Bank and, in the place and stead of Assignor, execute and deliver its release and acquittance therefor; to file any claim or claims or to take action or institute or take part in any proceedings, either in its own name or in the name of Assignor, or otherwise, which, in the discretion of Bank May seem to be necessary or advisable; to execute in Assignor's name and deliver to Obligor on Assignor's behalf, at the time and in the manner specified by the Collateral, a deed or bill of sale to property being purchased by Obligor pursuant to the Collateral and described therein. This power is given as security for an indebtedness and the authority hereby conferred is and shall be irrevocable and shall remain in full force and effect until renounced by Bank.

Assignor shall pay to Bank upon demand, any and all expenses, including reasonable attorney's fees, incurred or paid by Bank without suit or action in protecting its rights upon or under this assignment. In the event suit or action is instituted in connection with any controversy arising out of this assignment, the prevailing party shall be entitled to recover, at trial or on appeal, such sums as the court may adjudge reasonable as attorney's fees, in addition to costs and necessary disbursements.

Assignor agrees that at any time or from time to time, upon written request of Bank, he will execute and deliver such further documents and do such further acts and things as Bank may request in order to further effect the purposes of this assignment.

In the construction of this agreement, the singular includes the plural and the masculine pronouns include the feminine and neuter. If more than one Assignor executes this assignment the liability of each Assignor shall be joint and several.

IN WITNESS WHEREOF, Assignor has executed this agreement this 4th day of June, 1975.

Clackamas Sand and Gravel, Inc

By Joseph L. Farrell
Vice President

The undersigned acknowledges receipt of a copy of the foregoing assignment on Contract No 8166, 1974. The undersigned has not received notice of any prior assignment of sums owing Assignor under or in connection with Collateral.

Undersigned agrees not to assert against Bank any defense or claim which it may have against Assignor and undersigned agrees to pay Bank sums owing under or in connection with Collateral free of offset, counterclaim or setoff.

Undersigned agrees not to make any advance payment of sums owing under or in connection with Collateral or to enter into any agreement modifying or altering Collateral without the prior written consent of Bank.

C.H. Head
6/4/75

This form was approved
by Jack Sollis, 6/4/75
C.H.

RECEIVED
JUN - 4 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

June 4, 197

Mr. Cecil Head.

Please mail all payments due Clackamas Sand and Gravel Inc for Contract No. 8166 to 1st National Bank of Oregon - Oregon City branch. 911 Main
Oregon City, Or.

Yours Truly

Joseph L. Farrell
Vice Pres.

RECEIVED
JUN - 4 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

U. S. DEPARTMENT OF TRANSPORTATION / FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-132(13)

STATE PROJECT NO.
Oregon City-New Era Sect

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO.
RF-42 & U-183

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe, Administrator
and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info Inves R/O O/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 2, 1975	April 2, 1975	Primary Route 3
		STATE ROUTE NUMBER
		Pacific Highway 1E

GENERAL LOCATION:
SR 99E, 0.7 mi. north of Oregon City - South City Limits, south 5.37 miles

GENERAL DESCRIPTION OF WORK:
High type pavement overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Temporary Erosion Control $100
On the Job Training 800

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 14, 1975	C R B	Division Engineer

FORM [illegible] STOCKS OF FORM PR-1240 (REV. 6-66) [illegible]

TRANSACTION NUMBER 3-87 AND 3-88

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-21-75

BY (Signature): MR. RULIEN'S MARCH 17, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 42 AND ~~XXXX~~ 183

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
42	RF-U-132(13)	0.54	58,000	45,350	OREGON CITY-NEW ERA SECT.	HIGH TYPE FAVEMENT OVERLAY WITH RELATED SAFETY REVISIONS TO GUARDRAIL AND INCIDENTAL WORK.
183	U-RF-132(13)	4.83	522,000	408,150	" "	"
		(5.37)	(580,000)	(453,500)	THIS IS A JOINTLY FINANCED PROJECT WITH URBAN EXTENSION FUNDS FINANCING THAT PORTION FALLING WITHIN THE PORTLAND URBAN AREA BOUNDRY.	

[illegible]
STATE H'WY ENGR
MAR 25 '75
REFER TO
Hunter
FOR

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S MARCH 17, 1975 LETTER, I CONCUR THAT THE ROADWAY SECTION STATED ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. I ALSO CONCUR THAT THIS IS A NON MAJOR ACTION AND QUALIFIES FOR THE TIMESAVING PROCEDURES OF FHPM 6-8-2.1.

3-25-75
ORIGINAL TO
L. W. Rulien

RECEIVED
MAR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 3-21-75

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

166

R

PRO 6-2

March 17, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-RF-132(13)

We are submitting program data for one jointly financed Urban-Rural Primary Project No. U-RF-132(13), Item No. 133 (Urban) and Item No. 42 (Rural Primary), "Oregon City-New Era Section", which we desire to have included in the Federal-aid Urban and Rural Primary Highway Programs.

It is our intention to receive bids for this project on April 24, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-[illegible]-2-1.

We further request your concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e based on the "State Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that a rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provides substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Enc.

JG:pr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

3-17-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 99E, 0.7 mi. N. of Ore. City SCL, S. 5.37 mi. 65	**ADT**	PRESENT 9,200*	FUTURE 14,700 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	ST CO
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 20 High-Type Pavement Overlay 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA (72)	EMERG. YR. (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) 14 U-RF- 20 NUMBER 7 132 SEC. (
CARD	CLASS OF FEDERAL FUNDS Urban								
	NAME OF URBAN AREA 17-31 Portland					COUNTY NAME Clackamas	CODE 005 (14) (16)		
						ROUTE NO. P	FEDERAL-AID 3 (32)	STATE 1E (36) (37)	U.S. --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		SR 99E, 0.7 mi. N. of Oregon City S. city limits, S. 5.37 mi.						Hig over 4-la cons Safe guar tal this
5					**ROW**								
5					**CONST** (CODE) (Safety) 6201		"Oregon City-New Era Section"	(5.37) 4.83	(580,000) 522,000	(453,500) 408,150	113,850		ROW Acces Park par

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.83 (10)	522,000 (23) (24)	408,150 (33)	113,850	
1	14	PROGRAM APPROVAL DATES						

REMARKS *DHV is 1,000.

This project is jointly financed using Rural Primary and Urban Federal Funds. The o
of the project is 5.37 miles and based on physical location of the Urban boundary th
Urban Area is (4.83 mi.) financed with Urban Funds and the part outside of the Urban
mi.) financed with Rural Primary Funds.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-17-75

PROJECT LOCATION (45 typewriter spaces) SR 99E, 0.7 mi. N. of Ore. City SCL, S. 5.37 mi.	**ADT**	PRESENT 9,200*	FUTURE 14,700	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 032	ITEM NO. 183

POSED WORK (35 typewriter vement Overlay	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	FA CLASSIF.	FA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) U-RF-	NUMBER 132	SEQ. NO. (13)	I. Projects Only POST MI.	DESIG.

FUNDS: Urban

EA: Portland

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. P — FEDERAL-AID: 3 — STATE: 1E — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99E, 0.7 mi. N. of Oregon City S. city limits, S. 5.37 mi.						High-type pavement overlay of existing 4-lane facility & const. turn-outs. Safety revision of guardrail & incidental work common to this type of project.
ROW								
CONST (CODE) (Safety) 6201		"Oregon City-New Era Section"	(5.37) 4.83	(580,000) 522,000	(453,500) 408,150	113,850		ROW - 70' min.; Access control-none; Parking restrictions-partial.
RED BY		PROJECT TOTALS	4.83	522,000	408,150	113,850		

AM APPROVAL DATES

REMARKS *DHV is 1,000.

This project is jointly financed using Rural Primary and Urban Federal Funds. The overall length of the project is 5.37 miles and based on physical location of the Urban boundary the part in the Urban Area is (4.83 mi.) financed with Urban Funds and the part outside of the Urban area is (0.54 mi.) financed with Rural Primary Funds.

-OVER-

OREGON CITY-NEW ERA SECTION

PROJECT NO. U-RF-132(13)

Continued:

Existing Facility:

Roadway - - - - 42-foot bituminous surface with 4-foot shoulders accommodating 4 lanes.

Structures- - - (a) 0.84 mile from N. end is a partial viaduct; Br. No. 7164, RCDG; L. 218'; H-15 loading.
(b) 4.83 miles from N. end is a bridge over Beaver Cr. (Parrott Cr.); Br. No. 0580; RCDG: L. 240'; HC 48'; two 4'-6" sidewalks; H-15 loading.

Adjacent Sections:

N. End - - - - 42 feet P.C.C. surface with 4-foot shoulders.
S. End - - - - Connects to Project No. F-132(11).

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility to provide basically four 11-foot travel lanes with paved shoulders (variable 0 to 16 feet) and construct intermittent paved turn-outs, 20-feet to 50-feet wide, requiring grade, base and high-type pavement. Safety revision of guardrail (e.g., installation, modification and revision) and other incidental work common to this type of project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land-use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by
February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proced
forth in FHPM 6-8-2-1.

Public Hearings---Not required under provisions of FHPM 7-7-
Location/Design---Not a factor in the development of this pro

NOTE: (1) This project is in Congressional District No. 1.
(2) The project qualifies as a "Safety Improvement Project"
the provisions of FHPM 6-8-2-1 as the pavement rehabili
work will have a substantial safety benefit in improve
control through (a) elimination of ruts in the wheel pa
(b) reduced tendency of a vehicle to hydroplane in wet
because of water retention on the pavement; (c) increas
bility in wet weather because of reduced vehicle spray
(d) increased skid-resistant property of the pavement s
(3) On-the-job trainees, as set forth in FHWA order interi
on this project will be determined at PS & E stage, an
number stipulated in the PS & E documents.

OREGON CITY-NEW ERA SECTION

PROJECT NO. U-RF-132(13)

cility:

y - - - - 42-foot bituminous surface with 4-foot shoulders
accommodating 4 lanes.
ures- - - (a) 0.84 mile from N. end is a partial viaduct;
Br. No. 7164, RCDG; L. 218'; H-15 loading.
(b) 4.83 miles from N. end is a bridge over Beaver
Cr. (Parrott Cr.); Br. No. 0580; RCDG: L. 240';
HC 48'; two 4'-6" sidewalks; H-15 loading.

ctions:

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- - - - Connects to Project No. F-132(11).

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aved shoulders (variable 0 to 16 feet) and construct inter-
ed turn-outs, 20-feet to 50-feet wide, requiring grade, base
pe pavement. Safety revision of guardrail (e.g., installation,
n and revision) and other incidental work common to this type

on, Railroads, Airports, Water Developments, Historical and
l Areas: None involved.

Requirements: Exempt from State Clearinghouse and District 2
se A-95 review under working agreements dated April 28, 1970
16, 1970, respectively.

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hould not cause any change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Public Hearings---Not required under provisions of FHPM 7-7-5, par. 6
Location/Design---Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.
(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety benefit in improved vehicle control through (a) elimination of ruts in the wheel paths; (b) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (c) increased visibility in wet weather because of reduced vehicle spray; and (d) increased skid-resistant property of the pavement surface.
(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS & E stage, and the number stipulated in the PS & E documents.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-17-75

CARD 2	REPORT NUMBER (18) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 99E, 0.7 mi. N. of Ore. City SCL, S. 5.37 mi. 65	ADT	PRESENT 9,200*	FUTURE (66) (70) 14,700	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 High-Type Pavement Overlay	NATL. FOREST (63) (65)	FH ROUTE NO.	[illegible]	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)
CARD	CLASS OF FEDERAL FUNDS Rural Primary							
	NAME OF URBAN AREA 17-31 Portland							

STATE CODE
41

PROJECT NUMBER

PREFIX LETTER(S) 14 RF-U- 20

NUMBER 132

SEQ. NO. (13)

COUNTY NAME Clackamas

CODE 005 (14) (16)

ROUTE NO. P

FEDERAL-AID 3 (32)

STATE 1E (36)

U.S. (37) -- (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (F
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		SR 99E, 0.7 mi. N. of Oregon City S. city limits, S. 5.37 mi.						High-ty overla 4-lane const. Safety guardra tal wor this typ
5					**ROW**								
5					**CONST** (CODE) (Safety) 6201		"Oregon City-New Era Section"	(5.37) 0.54	(580,000) 58,000	(453,500) 45,350	12,650		ROW - 70 Access c Parking partia

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.54	58,000	45,350	12,650
1	14	PROGRAM APPROVAL DATES		(19)	(23) (24)	(28)	

REMARKS *DHV is 1,000.

This project is jointly financed using Rural Primary and Urban Federal Funds. The overa of the project is 5.37 miles and based on physical location of the Urban boundary the pa Urban Area is (4.83 mi.) financed with Urban Funds and the part outside of the Urban Are mi.) financed with Rural Primary Funds.

USCOMM-DC

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-17-75

PROJECT LOCATION (45 typewriter spaces): SR 99E, 0.7 mi. N. of Ore. City SCL, S. 5.37 mi.

ADT PRESENT: 9,200*
FUTURE: 14,700
YEAR: 95
REGION: 10
STATE NAME: Oregon
STATE CODE: 41
APPN CODE: 073
ITEM NO.: 42

POSED WORK (35 typewriter: e Pavement Overlay
NATL. FOREST:
FH ROUTE NO.:
[illegible]:
[illegible]:
UA AREA:
EMERG. YR.:
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): RF-U-
NUMBER: 132
SEQ. NO.: (13)
I. Projects Only: POST MI.: DESIG.:

FUNDS: Rural Primary

Portland

COUNTY NAME: Clackamas
CODE: 005

ROUTE NO. FEDERAL-AID: P 3
STATE: 1E
U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99E, 0.7 mi. N. of Oregon City S. city limits, S. 5.37 mi.						High-type Pavement overlay of existing 4-lane facility & const. turn-outs. Safety revision of guardrail & incidental work common to this type of project.
ROW								
CONST (CODE) (Safety) 6201		"Oregon City-New Era Section"	(5.37) 0.54	(580,000) 58,000	(453,500) 45,350	12,650		ROW - 70' min.; Access control-none; Parking restrictions-partial.
		PROJECT TOTALS	0.54	58,000	45,350	12,650		

Y

PPROVAL DATES

REMARKS

*DHV is 1,000.

This project is jointly financed using Rural Primary and Urban Federal Funds. The overall length of the project is 5.37 miles and based on physical location of the Urban boundary the part in the Urban Area is (4.83 mi.) financed with Urban Funds and the part outside of the Urban Area is (0.54 mi.) financed with Rural Primary Funds.

-OVER-

OREGON CITY-NEW ERA SECTION

PROJECT NO. RF-U-132(13)

Continued:

Existing Facility:

Roadway - - - - 42-foot bituminous surface with 4-foot shoulders accommodating 4 lanes.

Structures- - - (a) 0.84 mile from N. end is a partial viaduct; Br. No. 7164, RCDG; L. 218'; H-15 loading.
(b) 4.83 miles from N. end is a bridge over Beaver Cr. (Parrott Cr.); Br. No. 0580; RCDG: L. 240'; HC 48'; two 4'-6" sidewalks; H-15 loading.

Adjacent Sections:

N. End - - - - 42 feet P.C.C. surface with 4-foot shoulders.
S. End - - - - Connects to Project No. F-132(11).

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility to provide basically four 11-foot travel lanes with paved shoulders (variable 0 to 16 feet) and construct intermittent paved turn-outs, 20-feet to 50-feet wide, requiring grade, base and high-type pavement. Safety revision of guardrail (e.g., installation, modification and revision) and other incidental work common to this type of project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land-use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by
February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proced
forth in FHPM 6-8-2-1.

Public Hearings---Not required under provisions of FHPM 7-7-5
Location/Design---Not a factor in the development of this pr

NOTE: (1) This project is in Congressional District No. 1.
(2) The project qualifies as a "Safety Improvement Projec
the provisions of FHPM 6-8-2-1 as the pavement rehab
work will have a substantial safety benefit in improv
control through (a) elimination of ruts in the wheel
(b) reduced tendency of a vehicle to hydroplane in w
because of water retention on the pavement; (c) incre
bility in wet weather because of reduced vehicle spra
(d) increased skid-resistant property of the paveme
(3) On-the-job trainees, as set forth in FHWA order inte
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number stipulated in the PS & E documents.

OREGON CITY-NEW ERA SECTION

PROJECT NO. RF-U-132(13)

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tion and revision) and other incidental work common to this type
ct.

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onal Areas: None involved.

70 Requirements: Exempt from State Clearinghouse and District 2
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FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Public Hearings---Not required under provisions of FHPM 7-7-5, par. 6
Location/Design---Not a factor in the development of this project.

NOTE:
(1) This project is in Congressional District No. 1.
(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety benefit in improved vehicle control through (a) elimination of ruts in the wheel paths; (b) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (c) increased visibility in wet weather because of reduced vehicle spray; and (d) increased skid-resistant property of the pavement surface.
(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage, and the number stipulated in the PS & E documents.

8167 Astoria Area Safety Proj. 1975
on Ore. Coast & Warrenton-Ast. Hwys
(Signing & illumination)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 752-026

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 12-9-76	REPORT MADE BY P. V. Riedl, ARea Engineer		PROJECT NO ROS-000S(4)
COMPLETION DATE 4-26-76	ACCEPTANCE DATE BY CONTRACT AGENCY 8-20-76	TIME ELAPSED 155 %	CONTRACT TIME 180 days
APPROVED EXTENSIONS 39 cal. days.	LOCATION Oregon Coast Highway & Warrenton-Astoria Hwy. in Astoria.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ASTORIA AREA SAFETY PROJECT
OREGON COAST & WARRENTON-ASTORIA HIGHWAY
Signing & Illumination

The project is located in the Astoria area and consists of the removal of existing butterfly signs in the gore print and furnishing and installing new sign structures. Also, added frangible bases to the existing illumination poles.

The project was set up for 180 calendar days and the contractor used 339 days to complete the work. An extension of 39 days was granted leaving 120 days of liquidated damages for a total of $6,000.

COPY SENT
DEC 10 1976
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl,		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-10-76	TITLE DIstrict Engineer	DATE 12-10-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

'67 FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD A

PART A

URBAN X
RURAL

STATE: Oregon
COUNTY: Clatsop
FEDERAL PROJECT NO.: ROS-000S(4)

DATE STARTED: June 3, 1975
DATE COMPLETED: April 26, 1976
TOTAL NO. BRIDGES: -

ITEM		ROADWAY QUANTITY	BRIDGE QUANTITY
	CONSTRUCTION TYPE CODE	Y002	
20	FINAL CONSTRUCTION COST	43,412	
21	LENGTH OF PROJECT MILES	0	

REMARKS

PART B

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	652	5,984

CARD	ITEM		
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	27,384
	9		286
	1	CEMENT	
CARD C	2		
	92		
	3	BITUMINOUS MATERIAL	
	4		
CARD D	5		
	7		1,737
	8		
	10		
CARD E	11		47
	12		
	15		
	95		
CARD F	16		
	17		
	18		
	19		
CARD G	23	FINAL CONTRACT AMOUNT	35,494
	24	FINAL CONTRACT AMOUNT	12,142
	48		

CULVERT ITEMS

ITEM	SIZE	LENGTH
6	CORRUGATED STEEL CULVERT	

CARD H

13

CARD J

CARD K 14

CARD L

CARD M

FORM PR-47
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration and highway beautification projects financed with [illegible] funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4, Sec. 2, Sub-Sec. 8.

A separate form should be [illegible] for two [illegible] contract [illegible] when such contract [illegible] case of a combination [illegible] completion date [illegible] more than one project, one form may be prepared for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington office.

If nonparticipating work is included in the contract, the data should be combined with the Federal-aid data in preparing the form. Data for a subcontract may be combined by the State [illegible] that for the prime contract [illegible]. It will be the State's responsibility to see that [illegible] subcontract costs [illegible], and [illegible] contract and the duplication of [illegible]. Quantities of State-furnished materials should be included [illegible] and costs of State-furnished materials [illegible] "Final Construction Cost" and [illegible] "[illegible] Materials and Supplies." **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

Part A — INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL [illegible] SEC. 1; SUB. SEC. 9)

"Final Construction Cost" [illegible] contractor [illegible]

"Length of Project" [illegible]

[illegible]

FORM PR-47 [illegible]

Part B. – INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 - Report number of barrels of cement used in project. Do not report here the cement included in Item 11.

Items 2 and 92 [illegible] aggregates [illegible] from [illegible] sand, gravel, crushed stone, etc. Do not report here aggregates included in items 11 and 12. Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet and not as the number of board feet.

Item 5 [illegible]

Item 6 [illegible]

Item 7 [illegible]

Item 8 [illegible]

Item 9 [illegible]

[illegible]

Item 11 [illegible]

Item 13 [illegible]

Item 14 [illegible]

[illegible]

8167

1

August 27, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA   98401

Gentlemen:

On August 20, 1976, we wrote you concerning release of final payment on Contract No. 8167 awarded to Laneguard, Inc. for work on the Astoria Area Safety Project of the Oregon Coast and Warrenton-Astoria Highway in Clatsop County.

Final payment on this contract is $2,171.15 and the total contract amount is $43,411.60. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

[illegible] 0
[illegible]

cc: Laneguard, Inc.
P. O. Box 563
Cornelius, OR   97113

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: R -000S(4) Astoria Area Safety

COUNTY NAME: Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ROS-6

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-2-75	5-14-76	Primary Route 2 - Secondary Rt. 605

STATE ROUTE NUMBER: Primary 9 - Secondary 105

GENERAL LOCATION:
U.S. 101 Jct. SR 202 and U.S. Alt. at 5th St.

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

GENERAL DESCRIPTION OF WORK:
Signing - Warrenton - Astoria Hwy, mp 4.19 and 4.20

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 6-10-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the estimated amount of $585 - Federal Funds $527.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
June 16, 1976	G. K. H	Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

6 1-

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8167

Order No. 1

Section Astoria Area Safety Project

Date May 25, 76, 19

Highway Oregon Coast & Warrenton - Astoria

F.A.P. No. RCS-CCCS(4)

County Clatsop

Prefix 104-1016

Account No.

7310

Description of Work To Be Done: Change existing Type A Sign "ALT" legend to "BUS". Provide labor and materials to perform minor island modification to achieve continuity.

Location by Station Numbers:

Warrenton - Astoria Hwy.
Legend: M.P. 4.19
Island: M.P. 4.20

FHWA-ORE DIV APPROVED EFFEC. 5-14-76

Estimate of Quantities and Costs:

Change Legend:	3, 6" Reflectorized Letters =	$10.00
	Labor =	20.00
	Equip. =	5.00
Island Work:	Labor =	350.00
	Equip.=	200.00
	Total =	$585.00

Explanation: This work was requested during project Final Inspection, 5-14-76, by Paul Riedl.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 55,811.88
Present estimate of project cost, including $ 585 for work under this order	$ 55,811.88
Expected under-run over-run (amount)	$ 0.00
Expected under-run over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: Gerald Dubois
Resident Engineer

Approval Recommended: Harold Weiner
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

8-17

JUN 2

SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

June 1, 1976

Mr. Paul J. Rask
Attorney at Law
1021 Georgia-Pacific Building
Portland, OR 97204

5097

FILED
JUN 2 1976
CLAY MYERS
SECRETARY OF STATE

Dear Mr. Rask:

This is to acknowledge receipt of a Notice of Claim of ASKA STRUCTURES, INC., stating that Laneguard, Inc. owes them for labor and materials in the amount of $5,200.00 plus interest.

This appears to be in connection with the Laneguard, Inc. Contract No. 8167, Astoria Area Safety Project on the Oregon Coast and Warrenton-Astoria Highways in Clatsop County.

United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:kr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Laneguard, Inc.
P. O. Box 563
Cornelius, OR 97113

✓bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

To: Secretary of State
State of Oregon
Salem, Oregon

-and-

To: C. W. Head
Commission Service
Oregon State Dept. of Transportation
Highway Building
Salem, Oregon 97310

Re: Oregon State Project #8167
Astoria Area Safety

Notice is hereby given that the undersigned ASKA Structures, Inc., 3094 S. E. Tualatin Valley Hwy., Hillsboro, Oregon 97123, has a claim for furnishing labor and materials for (a) Sign Bridge Item #8, and (b) Cantilever Sign Support, furnished and performed by ASKA Structures, Inc., 3094 S. E. Tualatin Valley Hwy., Hillsboro, Oregon, in the sum of $5,200.00 plus interest at the rate of 1% per month from May 23, 1976, (30 days after which final payment was due), against the bond taken from Laneguard Inc., (principal) P. O. Box 563, Cornelius, Oregon 97113 and United Pacific Insurance Co., (surety), Suite 600, Lloyd Building, Portland, Oregon 97232, for the work of signing and illumination for the Astoria Area, Safety Project on the Oregon Coast and the Warrenton-Astoria Highways, Clatsop County, Oregon.

RECEIVED
MAY 27 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ASKA STRUCTURES, INC.

By: Jerry Smith, Pres.
Title

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Astoria Area Safety Proj.

WEEK ENDING: May 14, 76

SECTION PREFIX: 104-1016

HIGHWAY: Oregon Coast

COUNTY: Clatsop

NAME OF JOB: Same

KIND OF WORK: Signing & Illumienation

CONTRACTOR: Laneguard, Inc.

CONTRACT NUMBER: 8167

FEDERAL AID PROJECT NUMBER: ROS-000S(4)

DATE OF CONTRACT: May 2, 75

DATE WORK STARTED: June 3, 75

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 219

CALENDAR DAYS USED: 339

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 155

PROJECT AUTHORIZATION: $ 55,811.88

EXCLUSIVE OF ENGINEERING: $ 50,937.48

ENGINEERING AUTHORIZATION: $ 4,874.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,559.00

ENGINEERING COST TO DATE: $ 8,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %

PERCENT OF AUTHORIZATION: 174 %

DATE PROJECT WAS COMPLETED: April 26, 76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Clear	339		
MONDAY 10	Showers	"		
TUESDAY 11	Clear	"		
WEDNESDAY 12	Clear	"		
THURSDAY 13	Cloudy	"		
FRIDAY 14	Cloudy	"		
SATURDAY 8	Clear	339		

K
RECEIVED
MAY 17 1976
CONSTRUCTION
SECTION

Kenny
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	9	No work all week.
MONDAY	10	
TUESDAY	11	
WEDNESDAY	12	
THURSDAY	13	
FRIDAY	14	Final inspection by Paul Riedle, Phil Sterns & Eldon Everton
SATURDAY	8	No work all week.

REMARKS

Project received final inspection by Paul Riedle, Phil Sterns
and Eldon Everton

Final report.

SIGNED ____________ LOCATION Astoria
Gareld Inloes

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

61.7

April 16, 1976

Laneguard, Inc.
Post Office Box 563
Cornelius, OR 97113

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8167 for work on the Astoria Area Safety Project on the Oregon Coast and Warrenton-Astoria Highways in Clatsop County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 39 days is granted. This is because of possible material delays (25 days) and changing from painted structures to galvanizing (14 days). We note that liquidated damages will continue to accrue after allowing this extension and that the project is only 45 percent completed.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project ROS-000S(4)
Astoria Area Safety Project
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. H. S. Coulter

Your request for an extension of time on the subject project has been reviewed with the Construction Section.

In accordance with the special provisions, contract time can be adjusted if there is a delay in the delivery of materials. This delay and the change from painting to galvanizing on the sign bridge structure were the reasons cited for a time extension request. As these are provided for in the contract provisions we concur in your recommendation for a 39-day extension of time request.

G K Hosmer
for G. L. Green

RECEIVED
ATE HWY ENGR
APR 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

DATE February 9, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM
For H. S. Coulter CT Keasey
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 8167
Astoria Area Safety Project
FAP No. ROS-000S(4)

Laneguard, Inc., has requested a 60-day extension, all because of materials delay on the signing structures. This project includes installation of a new sign bridge and a new cantilever sign structure. This request for extension includes the attached letter from the firm apparently fabricating some of the materials for the contractor. Some materials allegedly ordered by the fabricator July 7 were not received until August 14. The 180-day time count started May 24. Some of this intervening time would have been used by the contractor in placing his order with the fabricator. The true delay here is not documented very well, but we would recognize this as a valid material shortage delay and recommend 25 days for it. This is based on about a normal two-week delivery time expected.

We also recommend 14 days for changing from painted structures to galvanizing. The offsetting time necessary for painting is really not taken into account in the presentation, but since the change is of some benefit to the State, we would give the contractor the benefit of the doubt. The above amounts to a 39-day extension. The 180 days allowed expired about November 19 and the day count continues. As of February 1, there are 253 days counted and the project is only 45 percent completed. The 39-day extension would make 219 days, so significant liquidated damages will accrue at the rate of $50 per day.

Your concurrence is requested in a 39-day extension.

Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 4, 1976

FILE: CON 5 #8167

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Astoria Area Safety Project
Contract No. 8167
Request for Time Extension

Laneguard, Inc. requests a 60-day extension, all because of materials delay on the signing structures. This project includes installation of a new sign bridge and a new cantilever sign structure. This request for extension consists only of a letter from the firm apparently fabricating some of the materials for the contractor. Some materials allegedly ordered by the fabricator July 7 were not received until August 14. The 180-day time count started May 24. Some of this intervening time would have been used by the contractor in placing his order with the fabricator. The true delay here is not documented very well, but we would give the contractor the benefit of the doubt and concur in the 25-day extension recommended by the Resident Engineer for material delay.

We would also concur in the recommended 14 days for changing from painted structures to galvanizing. The offsetting time necessary for painting is really not taken into account in the presentation, but since the change is of some benefit to the State, we would again give the contractor the benefit of the doubt. The above amounts to a 39-day extension, which I believe is very generous. The 180 days allowed expired about November 19 and the day count continues. As of February 1, there are 253 days counted and the project is only 45 percent completed. The 39-day extension would make 219 days, so significant liquidated damages will accrue at the rate of $50 per day.

This is a Federal-aid roadside obstacle project. Rough draft letters to the FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
FEB 5 1976
Office of
Assistant State Highway Engineer

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 14, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 240 days, within which to complete our Contract No. 8167, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Explanation Attached.

Respectfully submitted,

Laneguard, Inc.
Contractor

By

CONSENT OF SURETY

Date November 18, 1975

We, UNITED PACIFIC INSURANCE COMPANY
700 NE Multnomah, Suite 600, Portland,OR 97232, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ralph B. Chamberlain
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8167 Contractor Laneguard, Inc.

Highway Oregon Coast & Warrenton - Astoria

Section Astoria Area Safety Project

Kind of Work Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 39-day time extension of contract time due to material delays (25 days), and changing from painted structures to galvanizing (14 days).

Recommended for Approval:

Region Construction [redacted] Engineer

for Construction Engineer or ~~Bridge Engineer~~

Asst State Highway Engineer

Contract No. 8167

Project designation Federal ROS-0000S(4)
State-Federal

Date awarded May 2, 1975

Work started June 3, 1975

Per cent completed 45% Janaury 16, 1976
Date

No. of Calendar [redacted] days Allowed 180

No. of Calendar [redacted] days Used 225 as of January 3, 1976

No. of Added Calendar [redacted] days Requested 60

SP*6296-734

ASKA STRUCTURES INC.
3094 S E TUALATIN VALLEY HIGHWAY • HILLSBORO, OR 97123
PHONE 640-1113

November 4, 1975

Laneguard, Inc.
P.O. Box 563
Cornelius, Oregon 97113

ATTN: VERN HOAGLIN

RE: Astoria Area Safety Project

Dear Vern:

We would like to request a 60 day extension from the State of Oregon on Contract No. 8167 due to the following time delays that we have encountered in regards to this job.

On July 7, 1975 we ordered formed material for columns and truss from American Sheet Metal. Due to some problems in forming, the job had to be reformed. This was done at their cost. We did not receive our material until 8-14-75.

On August 26th I submitted a letter requesting galvanizing in lieu of painting on Sign Bridge Columns in order to provide a better product for the State. Also, for the purpose of continuing fabrication. We were stopped at this point until we received approval on 9-8-75.

On 9-11-75, Leroy Kelm submitted to the State a letter asking for a procedure approval for welding angle stiffener to inside of tube section. Again we could not proceed until we received approval on 9-29-75.

At the present time we are proceeding with fabrication but are encountering some problems in regards to location, fit-up and installation of the conduit in the Cantilever Arm. These problems are due to some areas of the State drawings being vague or incorrect.

We would appreciate any consideration on our behalf due to these unforseen delays.

Cordially yours,
ASKA Structures Inc.

Robert L Reinecke

Robert L. Reinecke

RLR:bju

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

DATE February 9, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM
For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 8167
Astoria Area Safety Project
FAP No. ROS-000S(4)

Laneguard, Inc., has requested a 60-day extension, all because of materials delay on the signing structures. This project includes installation of a new sign bridge and a new cantilever sign structure. This request for extension includes the attached letter from the firm apparently fabricating some of the materials for the contractor. Some materials allegedly ordered by the fabricator July 7 were not received until August 14. The 180-day time count started May 24. Some of this intervening time would have been used by the contractor in placing his order with the fabricator. The true delay here is not documented very well, but we would recognize this as a valid material shortage delay and recommend 25 days for it. This is based on about a normal two-week delivery time expected.

We also recommend 14 days for changing from painted structures to galvanizing. The offsetting time necessary for painting is really not taken into account in the presentation, but since the change is of some benefit to the State, we would give the contractor the benefit of the doubt. The above amounts to a 39-day extension. The 180 days allowed expired about November 19 and the day count continues. As of February 1, there are 253 days counted and the project is only 45 percent completed. The 39-day extension would make 219 days, so significant liquidated damages will accrue at the rate of $50 per day.

Your concurrence is requested in a 39-day extension.

Att.

ASKA STRUCTURES INC.

3094 S.E. TUALATIN VALLEY HIGHWAY • HILLSBORO, OR 97123 PHONE 640-1113

November 4, 1975

Laneguard, Inc.
P.O. Box 563
Cornelius, Oregon 97113

ATTN: VERN HOAGLIN

RE: Astoria Area Safety Project

Dear Vern:

We would like to request a 60 day extension from the State of Oregon on Contract No. 8167 due to the following time delays that we have encountered in regards to this job.

On July 7, 1975 we ordered formed material for columns and truss from American Sheet Metal. Due to some problems in forming, the job had to be reformed. This was done at their cost. We did not receive our material until 8-14-75.

On August 26th I submitted a letter requesting galvanizing in lieu of painting on Sign Bridge Columns in order to provide a better product for the State. Also, for the purpose of continuing fabrication. We were stopped at this point until we received approval on 9-8-75.

On 9-11-75, Leroy Kelm submitted to the State a letter asking for a procedure approval for welding angle stiffener to inside of tube section. Again we could not proceed until we received approval on 9-29-75.

At the present time we are proceeding with fabrication but are encountering some problems in regards to location, fit-up and installation of the conduit in the Cantilever Arm. These problems are due to some areas of the State drawings being vague or incorrect.

We would appreciate any consideration on our behalf due to these unforseen delays.

Cordially yours,
ASKA Structures Inc.

Robert L Reinecke

Robert L. Reinecke

RLR:bju

5-19-75

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5 117

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon
COUNTY: Clatsop
PROJECT NO.: RDS-0005(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Jct. SR 202 & US 101 Alt. at 5th St. (Astoria)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-31-75	0.00

OTHER *(Specify)*

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT
$ 53,618

FEDERAL FUNDS
$ 48,256

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C. L. Green
(Division Engineer)

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Federal-aid Project
No. ROS-000S(4)

Oregon State Highway Division

ASTORIA AREA SAFETY PROJECT
OREGON COAST & WARRENTON-ASTORIA HIGHWAYS
IN CLATSOP COUNTY

Salem, Oregon, May 7, 1975

Project Agreement estimate.

Unit A M.P. 4.19 and Unit B M.P. 7.01
Type Code Y002 (Traffic Signs)

Temporary Protection and Direction of Traffic	All Required		$ 750.00
Temporary Signs	70 sq.ft.	6.00	420.00
Flagmen	20 hour	14.50	290.00
Removal of Existing Sign Installations	All Required		700.00
Move Existing Signs	All Required		100.00
Sign Support Footings	All Required		7,500.00
Cantilever Sign Structures	All Required		11,300.00
Sign Bridge Structures	All Required		14,300.00
Type "A" Signs in Place	112 sq.ft.	12.00	1,344.00
Type "R" Signs in Place	10 sq.ft.	9.00	90.00
Sign Illumination Equipment	All Required		10,500.00
	Subtotal		$47,294.00

Type Code Y030 (Highway Lighting)

Frangible Illumination Transformer Bases	All Required	$ 1,450.00
	Sub-total	$48,744.00
	Engineering	4,874.00
	Total	$53,618.00

Length of Project - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - -	$48,256.00
State Funds	5,362.00
Total	$53,618.00

Group 1 - 100%

Contract No. 8167

Prefix: 104-1016

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ROS-000S(4)
STATE PROJECT NO.: Astoria Area Safety
COUNTY NAME: Clatsop
PROGRAM STAGE (Check): ☐ 1. ☒ 2.

FROM: G. L. Green, Division Engineer
PROGRAM NO.:
ITEM NO.: ROS (6)

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Inves | R-D | D/R | Sign

DATE PS&E APPROVED: April 2, 1975
DATE AUTHORIZATION EFFECTIVE: April 2, 1975
FEDERAL ROUTE NUMBER: Primary Route 2-Secondary Route 605
STATE ROUTE NUMBER: Primary Route 9 - Secondary Route 105

GENERAL LOCATION:
US 101 Jct SR 202 and US 101 Alt, at 5th St (Astoria)

GENERAL DESCRIPTION OF WORK:
Signing and Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's March 31, 1975 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved. A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L.W. Rulien
W/att.

RECEIVED
APR 16 1975
OFFICE OF

DATE: April 14, 1975
SIGNATURE OF APPROVING OFFICIAL: C R Burchardt
TITLE: Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PROGRAM APPROVAL OF PROJECTS

STATE HIGHWAY

NO. 6
PROJECT NOS.
THRU
FEDERAL FUNDS (PPM 21-1)
☐ FAP ☐ FAU ☐ FAS
STAGE 2
ITEM NOS. 6
LETTER
-31-75

R

TRANSACTION NUMBER 4-20

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 3-31-75
BY (Signature) Mr. Rulien's March 26, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 210

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 6 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Location — **Work**
6	ROS-000S(4)	0.0	98,500	88,650	Astoria Area Safety Projects. — Safety revisions of signs and highway lighting.

RECEIVED
[illegible] ENG
APR 7 '75
TO
[illegible]
FOR

NOTED
R. L. SCHROEDER

REMARKS (Division)

RECEIVED
APR 7 1975
Office of
Assistant State Highway Engineer

Rulien TIA

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 3-31-75	SIGNATURE AND TITLE G. L. Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

3167

R

PRO 6-2

March 26, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-000S(4)

We are submitting program data for one project, Item No. [illegible], Project No. ROS-000S(4), "Astoria Area Safety Projects," which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal Aid Act of 1973.

It is our intention to receive bids for this project April 2[illegible], 1975.

Attach.

JG:pr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

3-26-75

Budget Bureau No. 41-R2067; Appro

U.S. DEPAR
BURE

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2

REPORT NUMBER (19) (20): 1

PROJECT LOCATION (45 typewriter spaces) 21 65: US 101 Jct. SR 202 & US 101 Alt. at 5th St.

ADT: FAP-2 / FAS-605

PRESENT: 13,500 / 8,700

FUTURE: 20,000 / (66) 13,500 (70)

YEAR (71) (72): 95

REGION: 10

STATE NAME: Oregon

STA
CO

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Sign, lighting

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER(S) 14 23: ROS-

NUMBER 7: 000S

SEQ. (4)

CARD

CLASS OF FEDERAL FUNDS: (Section 210) Elimination of Roadside Obstacles

NAME OF URBAN AREA 17-31: Astoria

COUNTY NAME: Clatsop

CODE (14) (16): 007

ROUTE NO.

FEDERAL-AID: P-2 & S-605

STATE (32) (36): 9 & 105

U.S. (37) (41): 101 & ALT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		US 101 Jct. SR 202 & US 101 Alt. at 5th St. (Astoria)					
5					ROW							
5					CONST (CODE) TOPICS Y002 Y030		"Astoria Area Safety Projects"	0.0	98,500	88,650	9,850	

Safe
sign
lign

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	98,500	88,650	9,850	
1	14	PROGRAM APPROVAL DATES		(18)	(23) (24)	(29)		

REMARKS IM 50-1-70, PPM 50-9, FHPM 7-7
FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000
Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 1.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-26-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 101 Jct. SR 202 & US 101 Alt. at 5th St.	FAP-2 FAS-605	13,500 8,700	20,000 13,500	95	10	Oregon	41	144	6

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
n, lighting								ROS-	000S	(4)		

L FUNDS: (Section 210) Elimination of Roadside Obstacles

COUNTY NAME: Clatsop   CODE: 007

PROGRAM STAGE: ☐ 1 OR ☒ 2

REA: Astoria

ROUTE NO.: FEDERAL-AID: P-2 & S-605   STATE: 9 & 105   U.S.: 101 & ALT

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 101 Jct. SR 202 & US 101 Alt. at 5th St. (Astoria)						Safety revisions of signs and highway lighting.
ROW								
CONST (CODE) TOPICS Y002 Y030		"Astoria Area Safety Projects"	0.0	98,500	88,650	9,850		
PROJECT TOTALS			0.0	98,500	88,650	9,850		

ARED BY

AM APPROVAL DATES

REMARKS IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.

NOTE: This project is in Congressional District No. 1.

8169 Fountain Slide Sec of Colo 1975
R Hwy E of Cascade Locks
(Paving & install warn system)#2

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: State (H. S. Coulte

STATE COPY

U.S. [illegible]RTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 12-4-79	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-2(53)47
COMPLETION DATE 3-2-76	ACCEPTANCE DATE BY CONTRACT AGENCY 2-18-77	TIME ELAPSED 100 %	CONTRACT TIME 150 C.W.D.
APPROVED EXTENSIONS 43 C.W.D.	LOCATION M.P. 47 on I-80N, Columbia River Highway		

RECEIVED
STATE HWY ENGR
DEC 7 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FOUNTAIN SLIDE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, and Warning System

Work completed under this project consisted of minor roadway grading and paving necessary to restore the horizontal and vertical alignment to an acceptable standard and the installation of an earth-monitoring system interconnected with overhead illuminated changeable message signs.

A contract in the amount of $924,928.00 was awarded Roy L. Houck Construction Company, Salem, Oregon, on May 2, 1975. Work began on May 28, 1975 and was completed in reasonable close conformance with the approved plans and specifications, including approved changes, on March 2, 1976 at a final cost of $1,178,120.38 which includes $923,856.10 for bid items, $82,025.29 for anticipated items, $56,823.41 for contingencies, and $115,415.58 for engineering.

A total of 193 calendar work days were used in completing the work as compared to the 150 calendar work days specified. A 43 calendar work day extension of contract time was approved on September 3, 1976. There were no major significant overruns or underruns of contract bid items.

At the time of the final inspection on February 18, 1976 the power supply for the changeable message signs had not been hooked up. Likewise, the

(continued)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-5-79	TITLE Field Operations Engineer	DATE 12-6-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

calibration of the earth monitoring system had not been completed by the manufacturer as specified. This work was completed on or about March 23, 1976. During the period March 1976 to June 23, 1978 numerous problems and failures with the computer and sensor network occurred (complete history of failures attached to Division copy of this report) despite repeated attempts by the State and the manufacturer to correct the system. One June 23, 1978 the power to the system was turned off and no attempts have been made to operate the system since then.

The early warning system was not originally programmed as an experimental project, however, because of unique and previously untried characteristics of the system, it is now felt that it should have been. It is recommended therefore that the project be accepted as completed.

W. N. Bryant

Attachment

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATIO

FEDERAL AID PROJECT NO.
I 80 N - 2 (53)47

STATI JECT NO.
See below

COUNTY NAME
HOOD RIVER

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
I-726

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
NOV 27 '79
REFER TO.
FOR

DATE PS & E APPROVED 4-2-75	DATE AUTHORIZATION EFFECTIVE 4-2-75	FEDERAL ROUTE NUMBER Interstate 80N STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:

Fountain Slide Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-79 and based on information contained in project file I concur that it is in the public interest to approve item "Slide Monitoring System" as a Category 2 Experimental Item. My letter of 11-27-74 approved the system as a proprietary system. A Final Evaluation report is required in accordance with FHPM 6-4-2.4.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-20-79	G. K. Husman	for Division Administrator

M PR-1240
/. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Oregon Division - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-80N-2(53)47
Fountain Slide Section
Columbia River Highway

Date: October 9, 1979

From: G. L. Green, Division Administrator

Reply to
Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

A second request for final acceptance of the subject project was received by this office on September 26, 1979. The first request for acceptance was received on May 4, 1978 at which time various OSHD employees were verbally advised by the Area Engineer that final acceptance could not be given since the early warning system was not functioning as planned. It was suggested at that time the State should submit a detailed report covering all the problems encountered with the early warning system along with a request that this portion of the work be considered experimental even though it was not originally programmed as experimental. The same needs were again verbally discussed with Mr. Swan on May 30, 1979.

Acceptance of the subject project must be withheld pending receipt of the above requested report, request, and supporting data.

G. K. [illegible]
for G. L. Green

RECEIVED
STATE HWY ENG.
OCT 1[illegible] '79
REFER TO

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION

TO: C. T. Keasey, Assistant State Highway Engineer for Construction

DATE: August 29, 1979

FROM: L. W. Rulien, Executive Assistant to the State Highway Engineer

SUBJECT: Fountain Landslide Instrumentation Proposal

By letter of May 21, 1979, Edgar Johnsen proposed a project to modify and reactivate the instrumentation system in place at the Fountain Landslide.

This has been considered and discussed with the following general conclusions.

1. Experience indicates that safety of the highway is not dependent upon the "system" because movements are very slow.
2. Our experience, to date, indicates that the "system" is not dependable; that is, it just has not worked satisfactorily anyway.
3. There is a forever maintenance cost for keeping up such a system and we do have other priority needs for our dollars.

In light of the above the proposal is not approved.

LWR:jh

cc: D. H. Moehring
E. L. Hardt

125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 25, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: FOUNTAIN LANDSLIDE EARLY WARNING SYSTEM

TO: D. H. MOEHRING
Project Management

You have asked for our recommendations regarding continuance of the early warning system for the Fountain Slide in Hood River County. I have a copy of Clarence Eshelman's May 14 report to Max Klotz on the subject.

Region Maintenance Engineer Mike Stovall feels quite definitely that the system is not necessary. I quote from his comment: "This warning system appears to be an expensive 'plaything'. I recommend that the project be abandoned. History shows that the movement is slow enough to be detected by either the State Police or our maintenance forces."

I don't feel quite as strongly about it as Mike does --- I agree with him that our experience has been that this is not a fast-moving slide. It seems to move very slowly and very steadily, which causes a slow but steady raising of the freeway lanes. We have been able to keep the highway drivable with routine maintenance patching. On the other hand, we have made a considerable investment in the equipment installed to date and if we could get a workable system for the $11,000 that Eshelman cites, perhaps this would be a good investment. Incidentally, one drawback to the proposal is the $100/mo. upkeep which apparently goes on indefinitely.

From an operations-of-the-highway standpoint, I would recommend that the project be dropped. On the other hand, for the sake of finding a system that would work under these conditions, if Eshelman's program has a high likelihood of success, I would not have any problem going ahead with it on an experimental basis.

ELH/cr
cc Max Klotz
Clarence Eshelman
Harry Woodward w/attachment

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem
May 21, 1979

Ed Johnsen

FROM: Edgar L. Johnsen
Chief Cost & Special Studies Engr.

SUBJECT: Fountain Landslide Instrumentation Proposal

TO: H.S. Coulter
State Highway Engineer
w/attachments

The Fountain Landslide warning system perviously supplied by Terratechnology has been inoperable since June 1977. The Region proposes the installation of a modest level of instrumentation which would replace the old unit, and would reactivate the early warning characteristics which are desired for public safety. I recommend your approval of this proposal.

cc: E. S. Hunter w/attach.
C. T. Keasey w/attach.
Max Klotz
C. J. Eshelman

RECEIVED
STATE HWY ENGR
MAY 31 '79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Discussed with Siewert [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] to see if [illegible] [illegible] Johnsen & Eshelman [illegible] [illegible]
5-23-79 [illegible]

Handt [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
attached 5-30-79

RECEIVED
STATE HWY ENGR
MAY 22 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Klotz —
Any funds for this?
L

[illegible] [illegible] [illegible] [illegible] FHWA at the end. The present project has not been funded.
Keith

Ø

81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, OR 97202
May 14, 1979

FROM: C. J. Eshelman CJ Eshelman
Region I-Geologist

SUBJECT: Fountain Landslide
Early warning system

TO: Max Klotz
Technical Services Engineer

The fountain landslide sensing system is now inoperative and has been shut down since June of 1977 because of numerous electronic problems. I feel safe in saying the experimental project to monitor slide activity has not met our expectations. One feature, however, should be and can be made operative at a reasonable cost; the primary purpose, which is to provide public safety by the use of a warning system. Existing equipment is on site to provide an early warning to the public, but is now inoperative due to sensor malfunctions. To maintain the integrity of the existing equipment, some simple sensing device must be installed. We request consideration for funding the following proposal.

Our proposal is to bypass all electronic equipment with pneumatic pressure equipment and provide simple electrical interfaces to the early warning speed sign controls and radio transmitter. State forces could install the sensors and make connections to the signs and radio. Five sensors would be installed along the south shoulder at the following stations: 385+35, 385+85, 388+25, 397+50, 398+00. Pneumatic cable would run from each sensor to the instrument house where flow controllers, pressure switches, and tank supply would be located.

Estimated charges for the installation of equipment are as follows:

Items	
5 Sensors	$ 860.
Controllers, gauges, regulator etc.	3,625.
3,200 ft. tubing @ .76/ft.	2,432.
2 Days factory rep. supervision	700.
3 Days labor & Equip (state forces)	2,100.
Radio technician	500.
Electrical crew for signs	500.
Backhoe (state) 150 yds. excavation	100.
Sand and truck(s)	300.
	$11,017.

Continuing expense to replace N_2 tank once a month and maintenance of equipment: equipment and labor $100./mo.

Details of the exsting system and proposed changes are attached.

Attachments
cc: Ed Johnsen
M Stovall
M Craft

Fountain landslide is located on Highway I-80N approximately 40 miles east of Portland, Oregon. The landslide has a long history of activity and several unsuccessful attempts have been made to correct the problem. The latest project completed in 1976, raised the grade of the highway in the area of greatest upheavel. This was an attempt to stabilize the slide mass where it was doing the most damage to the pavement.

The primary purpose of the Early Warning System is to provide public safety. Alternate realignment proposals were too costly and impractical. The system was designed to detect any vertical movements of the pavement that might possibly cause damage to vehicles traveling at normal highway speeds. In the past, this movement was great enough to cause a continuous maintenance problem. The slide movement is greatest during the winter when most of the rainfall occurs. Most of the movement, as indicated by highway damage, involves vertical displacement.

Fourteen mercury manometers, which act as the sensors for the warning system were installed at seven locations. The sensors are used in pairs and connected in such a way that an alarm condition from both sensors of the pair is required to trigger the complete system. The sensor pairs are buried under the pavement with one in the inside travel lane and the other in the outside lane. Each sensor contains an electrical tranducer, which detects the pressure resulting from the hydraulic head on a column of mercury. Each sensor is connected by mercury filled tubing to a reservoir at a stable location. An electrical signal from the sensors is fed back to a central control console, which is actually a small computer. The computer monitors all of the outputs from the sensors and detects any change. Each of the sensors has a certain base level, which is approximately the difference in elevation between the sensor and its reservoir. The computer can be pre-set to give an alarm for any desired range of movement. Any movement that occurs outside the designated set of limits will trigger the alarm if both sensors in a given pair have exceed the limits. When an alarm condition occurs, two variable message signs are activated. One sign controls the flow of west bound traffic, the other controls east bound traffic. The State Police and Highway Maintenance section are also alerted via radio transmission. One additional feature of the system is a mechanical printer, which records a continuous record of the slide activity and this can be used for study pruposes.

During March, 1979, the system was turned over to the State of Oregon by Terra Technology Corporation. Several problems with the system were soon discovered and corrective measures were attempted. Some of the problems, such as radio interference and a defective electrical cable, were discovered and eliminated.

The defective buried cable from sensors 11 through 14 were found to have been cut sometime during the initial installation. This allowed water to enter and short out some of the wires. An aerial cable was installed to replace part of the buried cable. Several splices had to be made in the remaining buried portion of the cable and they tended to leak from ground water, causing the computer to indicate a rapid increase in elevation from the affected sensor.

Other problems involved failures of the computer or the sensor network. Terra Tech attempted the repairs with partial or no success. Weather data was plotted along with the information collected by the system in order to correlate it with unusual changes in the recorded data. The computer continued to record erratic in elevation between the sensor and its reservoir. The computer can be pre-set to give an alarm for any desired range of movement. Any movement that occurs outside the designated set of limits will trigger the alarm if both sensors in a given pair have exceed the limits. When an alarm condition occurs, two variable message signs are activated. One sign controls the flow of west bound traffic, the other controls east bound traffic. The State Police and Highway Maintenance section are also alerted via radio transmission. One additional feature of the system is a mechanical printer, which records a continuous record of the slide activity and this can be used for study pruposes.

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Other problems involved failures of the computer or the sensor network. Terra Tech attempted the repairs with partial or no success. Weather data was plotted along with the information collected by the system in order to correlate it with unusual changes in the recorded data. The computer continued to record erratic data, indicating that the ground was both raising and falling by several inches at any of the locations. This data was then compared with survey information which indicated little or no change had occurred. One of the worst areas at "L" Station 386+50 was actually heaving badly, but not at the rate of movement indicated by the computer. No cracks could be found in the pavement in the areas that the computer showed rapid movement. The computer was sent back to the Terra Tech lab facilities in Seattle several times for repairs, but the problems still remained.

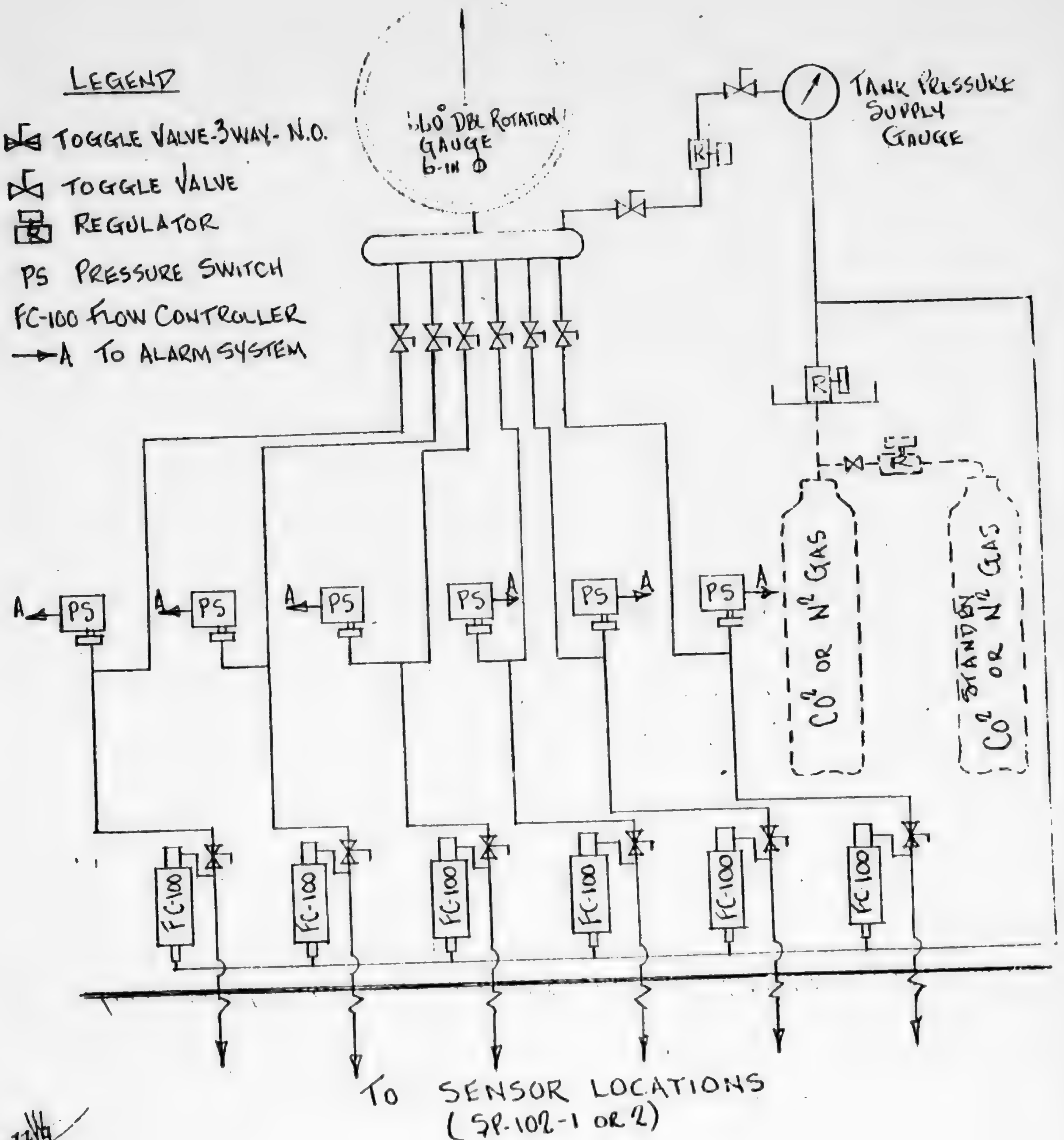
Much of the computer problems involved burnt out intergrated circuits. The defective IC's were replaced and additional overvoltage protection was installed, but the system continued to burn out several IC's. A recording line-voltage meter was used to monitor the power line, but no unusual voltage fluctuations could be found. Part of the radio equipment, for the system, also uses several IC's and no problems were ever experienced with them. There are two spare channels on the computer and they were used in an attempt to isolate the problems. One of the spare channels was connected to the emergency battery to monitor the voltage and this showed that the voltage remained relatively constant. The other spare channel was connected to a precision resistor, which acted as a dummy sensor. The data from this channel varied erratically indicating that something was wrong in the computer. The computer continued to break down and apparently most of the sensors went bad. The individual sensors that gave a bad indication were interchanged with the sensors on a computer channel that appeared good, and they gave the same results. The computer indicated that the bad sensor lines were either open or shorted. An ohm meter was then used to test the lines and showed neither an open or short. This seems to indicate that the sensor lines are not damaged and the problems exists either in the computer, the sensor electronics, or both. At this time, the computer is completely nonoperateable and has been shut down since June 1977.

Several inquiries were made about repairing the system or replacing it with another that would give the same kind of protection. Terra Technology gave an estimate of 10 to 25 thousand dollars to replace the defective sensors and to furnish a workable system. Slope Indicator Company decided to use the same proposal that they had submitted in 1974. The 1974 proposal was between 6 and 14 thousand dollars plus the cost of sensors, tubing and labor. It was more complicated than the present Terra Tech system and it was rejected for that reason. The best proposal came from Petur Instrument Company. Their system is much simpler and cheaper than the others. The Petur sensor system has the added advantage of using ethylene glycol in place of mercury.

Copies of the Petur proposal is attached to this report. The proposal is based on a reduced number of sensors, used in the most active areas only. The Petur system can be connected with the present radio equipment and sign controls. Another advantage of the Petur system is that it will not cause any electrical interference with the radio equipment since it contains no electronic components.

The operation of the Petur system depends upon a liquid settlement sensor. The main difference is that an anti-freeze solution is used instead of mercury. Mercury was considered to corrosive and a potential toxic hazard to personnel and the environment. The hydraulic pressure on the sensor is monitored by a regulated flow from a carbon dioxide gas supply. Two gas cylinders and an automatic transfer valve are proposed to operate the system for a one-month period. The monthly cost of the carbon dioxide would be approximately $18. for re-fills and rent on the cylinders. Each of the sensors would be supplied with an adjustable pressure switch. The pressure switches contain a single-pole, double-throw micro switch. The switches can be wired to indicate an alarm condition for both settlement and heave. One or the other alarm conditions must be wired as a normally closed circuit, while the other is wired as a normally open circuit. At least once a month, the system must be checked out and one of the gas cylinders replaced. A double rotation pressure gauge is used to monitor the pressure from each individual sensor. The pressure readings are then recorded and the pressure switches are adjusted, if needed, to compensate for any gradual heave or settlement.

SLIDE SETTLEMENT DETECTION SYSTEM
OREGON STATE HIGHWAY DEPARTMENT



8-17-74

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER [illegible]
PROJECT REPORT NUMBER
MODIFICATION NUMBER 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Hood River
Project Number I-80N-2(53)47

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,150,575	$ 1,180,000
Federal funds	$ 1,061,750	$ 1,088,900
Other revisions		

This modification is made for the following reasons: Increase in cost of construction engineering. No change in present additional funds under PL 94-30 in the amount of $71,060.00

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of March, 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

[illegible] FILES

Oregon State Highway Division
Salem, Oregon March 24, 1977

Federal Aid Project
No. I-80N-2(53)47
Safety

FOUNTAIN SLIDE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 369+00 to Sta. 422+00)

Subtotal on previous estimate of May 7, 1976		$1,045,978.00
	Engineering	134,022.00
	TOTAL	$1,180,000.00

Length of Roadway - - - - - - - - - - - - - - 1.004 miles

Cost of Roadway Per Mile- - - - - - - - - - - $1,175,298.80

Federal Funds - - - - - - - - - - - - - - - - - $1,088,900.00
State Funds - - - - - - - - - - - - - - - - - - 91,100.00

TOTAL $1,180,000.00

Group 1 - 100%

Contract No. 8169

Prefix: 614-1080

GPO 898-313

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
5-180
PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COP

Form Approved; O M B No. 04-R2089
State
Oregon
County
Hood River
Project Number
I-80N-2(53)47

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,150,575	$ 1,150,575
Federal funds	$ 1,061,750	$ 1,150,575
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 14, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 88,825."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By S Hunter
Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)
Previous editions are obsolete
GPO 898-313

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-91
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Hood River
Project Number	I-80N-2(53)47

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,109,050	$ 1,150,575
Federal funds	$ 1,023,431	$ 1,061,750
Other revisions		

This modification is made for the following reasons:
To include approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

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Oregon State Highway Division
Salem, Oregon, May 7, 1976

Federal Aid Project
No. I-80N-2(53)47
Safety

FOUNTAIN SLIDE SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 369+00 to Sta. 422+00)

Subtotal on previous estimate of May 7, 1975		$1,008,228.00
Previous Estimate		
Slide Correction (EW)	All Required	5,000.00
Revised Estimate		
PA 2 Excavation and Disposal Slide Material	11,100 cu.yd.	27,750.00
PA 2 Rock Buttress Embankment	4,000 cu.yd.	15,000.00
		42,750.00
	Increase	37,750.00
	Subtotal	$1,045,978.00
	Engineering	104,597.00
	Total	$1,150,575.00

Length of Roadway - - - 1.004 miles
Cost of Roadway Per Mile - - - $1,145,991.03

Federal Funds	-	-	$1,061,750.00
State Funds	-	-	88,825.00
		Total	$1,150,575.00

Group 1 - 100%

Contract No. 8169

Prefix: 614-1080

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE **Oregon**
		COUNTY **Hood River**
		PROJECT NO. **I-80N-2(53)47 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 3.6 mi. E. of Cascade Locks E. 0.86 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	1.004
OTHER *(Specify)*		

FUNDS **Pro-rata 92.28%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ **1,109,050**	$ **1,023,431**

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-80N-2(53)47 Safety

FOUNTAIN SLIDE SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 369+00 to Sta. 422+00)

Mobilization	All	Required		$ 90,000.00
Temporary Protection & Direction of Traffic	All	Required		18,000.00
Temporary Signs	950	sq.ft.	8.00	7,600.00
Temporary Barricades	13	only	150.00	1,950.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	775	lin.ft.	2.75	2,131.25
Temporary Continuous Rail Traffic Barriers, Lighted	775	lin.ft.	3.25	2,518.75
Temporary Median Barrier (Without Blocks)	9,800	lin.ft.	7.55	73,990.00
Remove and Reinstall Existing Median Barrier	All	Required		3,900.00
Flagmen	480	hour	15.00	7,200.00
Removal of Structures and Obstructions	All	Required		11,000.00
Embankment in Place	37,200	cu.yd.	2.10	78,120.00
Trench Excavation	310	cu.yd.	10.00	3,100.00
Finishing Roadbed & Slopes	All	Required		1,000.00
Watering	400	M-gal.	6.00	2,400.00
Bituminous Base Mixture	17,400	ton	8.00	139,200.00
Asphalt In Bituminous Base Mixture	960	ton	75.00	72,000.00
1" - 0 Aggregate Base	11,000	ton	5.60	61,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	11,700	ton	8.50	99,450.00
Asphalt Cement in Mixture	760	ton	75.00	57,000.00
Asphalt In Tack Coat	12	ton	120.00	1,440.00
8-inch Culvert Pipe	34	lin.ft.	6.00	204.00
12-inch Culvert Pipe	138	lin.ft.	8.00	1,104.00
18-inch Culvert Pipe	40	lin.ft.	10.00	400.00
24-inch Culvert Pipe	46	lin.ft.	15.00	690.00
24-inch Nestable Type Culvert Pipe	42	lin.ft.	20.00	840.00
30-inch Nestable Type Culvert Pipe	284	lin.ft.	25.00	7,100.00
Concrete Manholes	3	only	1,000.00	3,000.00
Concrete Inlets, Type G-2MA	4	only	500.00	2,000.00
Inspection Manholes	8	only	500.00	4,000.00

Reservoir Station Boxes	2 only	500.00	$ 1,000.00
Guard Rail, Type 2A	3,875 lin.ft.	2.40	9,300.00
Metal Median Barrier	4,000 lin.ft.	6.50	26,000.00
Guard Rail Anchors, Type 2	2 only	320.00	640.00
Rail End Pieces, Type A	2 only	10.00	20.00
Signing			
Removal of Existing Sign Installation	All Required		170.00
Painted Wood Sign Posts	All Required		750.00
Sign Support Footings	All Required		10,000.00
Breakaway Sign Posts	All Required		850.00
Cantilever Sign Structure, Sta. 371+00 Rt.	All Required		12,000.00
Cantilever Sign Structure, Sta. 430+00 Lft.	All Required		12,000.00
Changeable Message Signs	2 only	7,800.00	15,600.00
Type "D" Signs In Place	80 sq.ft.	7.00	560.00
Amber Flashers In Place	6 only	900.00	5,400.00
Move and Reinstall Existing Signs	All Required		200.00
Sign Illumination Equipment	All Required		2,500.00
Electrical Supply and Signal Lines	All Required		55,000.00
Instrument House	All Required		7,000.00
Settlement Sensing Installation	All Required		13,000.00
			$ 924,928.00
Anticipated Items			
Permanent Pavement Striping (SF)	All Required		$ 500.00
Stage Construction Striping (SF)	All Required		500.00
Temporary Erosion Control (EW)	All Required		2,500.00
On-the-Job Trainees (1 @ $800)(EW)	All Required		800.00
Slide Correction (EW)	All Required		5,000.00
Seed & Mulch (EW)	All Required		4,000.00
State Furnished Sensing & Warning System Equipment	All Required		60,000.00
State Furnished Radio System	All Required		10,000.00
			$ 83,300.00
	Subtotal		$1,008,228.00
	10% Engineering		100,822.00
	Total		$1,109,050.00

Length of Roadway - - - - - - - - 1.004 miles
Cost of Roadway per mile- - - - - $1,104,631.47

Retained in Program Status

Supervisory Personnel	All Required	$ 10,000.00
	Subtotal	$ 10,000.00
	Engineering	1,000.00
	Total	$ 11,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Cost	State Cost
Roadway	$1,109,050.00	$1,023,431.00	$85,619.00
Retain in Program	11,000.00	10,151.00	849.00
Totals	$1,120,050.00	$1,033,582.00	$86,468.00

Group 1 - 100%

Contract No. 8169

Prefix: 614-1080

FOUNTAIN SLIDE SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 2,000.00

511-41

February 25, 1977

Rathbone, King & Seeley
Board of Trade Building
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On February 18, 1977, we wrote to you concerning release of final payment on Contract No. 8169 awarded to Roy L. Houck Construction Co. for work on the Fountain Slide Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $5,941.75 and the total contract amount is $979,176.71 including $1,860.73 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive
Salem, OR 97303

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
Region 1 Engineer

C-1

February 10, 1977

Edgar L. Johnson
Special Studies & Cost Engineer

D. E. Swan
Federal Aid Engineer

Fountain Slide
Experimental Project
Sensing & Warning System
Project No.
I-80N-2(53)47

Discussions have been held with the FHWA Division Office personnel regarding the subject project and a tentative verbal commitment made by the FHWA to honor monitoring and adjustment costs subsequent to January 1, 1977 and to approve an application for an experimental Category 2 project. An estimate for the proposed cost should accompany your return correspondence.

We will need a completed work plan to submit with the experimental project application. The work plan should consist of the post-construction reporting but eliminate the construction report as the construction is considered completed.

A determination should be made regarding Terra Technology's responsibility in furnishing a workable system, as pointed out in the FHWA's Form 1240 for SFO #5.

Engineering for this project is now at 12% of the construction cost. Possibly the $14,500 engineering expenditures mentioned in your SFO #5 could be construed as eligible engineering expenditures involving the early warning system. Therefore no transfer would be necessary. Engineering on Interstate projects is reimbursable up to 15%.

Attached is a copy of FHPM 6-4-2-4, for your use.

DAR:ljt
Attachment

U. S. DEPARTMENT OF TRANSPORTA N - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. I-80N-2(53)47

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Hood River

ITEM NO. I-726

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED 4-2-75

DATE AUTHORIZATION EFFECTIVE 3-23-76

FEDERAL ROUTE NUMBER Interstate 80N

STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:

"Fountain Slide Section".

GENERAL DESCRIPTION OF WORK:

Purchase and install 2500 feet of shielded 8-wire cable by State Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-10-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, for that portion of work as shown above under State Force Order No. 5 in the amount of $2,000 - Federal funds $1,844. Eligibility of the remaining items shown on SFO #5 covering trouble shooting costs will be considered pending final determination of Terra Technology's responsibilites.

DATE 1-21-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-555

September 3, 1976

Roy L. Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8169 for work on the Fountain Slide Section on the Columbia River Highway in Hood River County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 43 days is granted because of added slide work (Price Agreement No. 2), quantity increase of temporary barrier, and revision of changeable message sign plans.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Federal Highway Administration

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 1, 1976

FILE: CON 5 #8169

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Fountain Slide Section
Contract No. 8169
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Roy L. Houck Construction requests a 105 day extension of this contract time on 6 reasons relating to added work, design changes and material shortage. Actually the project was completed March 2, 1976 with only 43 days liquidated damages accrued. Some pertinent dates are as follows:

Bids opened	4-24-75
Contract sent	5-13
Calendar workdays start	5-24 (150 calendar workdays allowed)
Contractor started work	5-28
Slide occurred	6-12
Corrective work completed (P.A.2)	7-14
Traffic shifted to 2nd phase	9-15
150 days allowed expired	10-20-75 (project 60% completed)
Contract completed	3- 2-76 (43 days liquidated damages at $150 per day)

We believe 3 of the reasons are valid for justifying time extension as follows:

1. The slide excavation and rock buttress work covered by P.A. 2 was a significant addition to the contract. The actual cost of this work was $48,377 (5.2 percent of the contract amount). Although the contractor was able to make some progress on regular items while this work was performed, it did come at prime productive time in the early part of the one season which was allowed to perform this project. This trade off of seasonally less productive days later for these prime good days probably offsets the value of the concurrent regular work that the contractor was able to accomplish while P.A. 2 was in progress. For this reason, I would concur in the entire 32 days (June 12 to July 14) requested on this item and recommended by the Resident and Region Engineers.

2. The quantity increase on temporary barrier was also significant. The bid item was for 9,800 feet and 11,963 feet was actually used (24 percent increase). This also had to be done in summer time before the Phase 2 traffic could be shifted on September 15. The 7 days requested is reasonable

RECEIVED
STATE HWY ENGR
SEP 2 '76
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Att	File

and I believe could even be increased by the 7/5ths factor to allow for weekends, making it 10 days on this item. This is also recommended by the field.

3. The changeable message design change on the advance warning system signs is not very clear. Most of this work was done during the winter no-count period, but I believe it does relate to the last 2 days charged when the work count resumed in March of 1976. I recommend we extend the last 2 days on this reason.

The above recommendations more than cover the 43 days liquidated damages and we therefore recommend a complete time extension.

This was an Interstate project and we can grant this under delegated authority from FHWA as a participating extension. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: FHWA
Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8169 Contractor Roy L. Houck Construction Co.

Highway Columbia River

Section Fountain Slide

Kind of Work Grading, Paving and Warning System

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 43 days time extension of contract time due to added slide work (P.A. 2), quantity overrun on temporary barrier and revision to changeable message sign plan.

Recommended for Approval:

Marvin Croft (43 days)
for Regional Engineer

for Construction Engineer ~~or Bridge Engineer~~

Asst. State Highway Engineer

Contract No. 8169

Project designation Federal
State-Federal

Date awarded May 2, 1975

Work started May [illegible], [illegible]

Per cent completed 100 March 2, 1976
Date

No. of Workdays Allowed 150

No. of Workdays Used 193

No. of Added Workdays Requested ~~105~~ 43

SP*67865-734

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 15, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 255 days, within which to complete our Contract No. 8169, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Enclosure

Respectfully submitted,

ROY L. HOUCK CONSTRUCTION CO.
Contractor

By
John E. Lambie

BOND 62 20 84

CONSENT OF SURETY

Date July 22, 1976

We, PEERLESS INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PEERLESS INSURANCE COMPANY
by
Attorney-in-fact

(SEAL)

UPDEGRAFF-GARDNER INSURANCE, INC.
by
Resident Agent

ROY L. HOUCK CONSTRUCTION COMPANY
HEAVY CONSTRUCTION
AN EQUAL OPPORTUNITY EMPLOYER
2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

July 15, 1976

Mr. Roy Pile
Resident Engineer
P. O. Box 168
Troutdale, Oregon 97060

Re: Contract #8169, time extension.

Gentlemen:

We request a time extension for Contract #8169, Fountain Slide Section of the Columbia River Highway. We submit this request on the basis that additional time was required to complete the contract due to additional work and changes not anticipated in the contract items of work.

1. Removal of Slide Sta. 393+00 - 399+00 Rt. & Construct Rock Buttress.

The slide occurred 6/12/75. Verbal approval to proceed with removal was received 6/19/75 and work commenced on 6/21/75. Buttress work completed 7/14/75. The required work delayed the finish of the sub-grade in the area from 392+00 to 405+00. The contractor requests an additional 32 days of time be granted for the completion of the item work.

2. Installation of warning sensor devices.

The warning devices were required to be installed from Sta. 335+50 to Sta. 405+00 on the westbound lanes. Due to the uncertainty of schedule of being able to do the required trenching in area 391 to 405+00, Tera-Techronics, who supplied sensing equipment, did not want to start their work until such time that they could schedule technical people. Therefore, at the time they were requested in, no one from that firm was available. The work was scheduled one week later. Work was not completed until 7/23/75. The contractor requests an additional 7 days of time be granted for the completion of the item work.

3. Additional Temporary Barrier.

The new grade required extending the temporary barrier approximately 1000' at both ends of the project to provide for traffic. This required the contractor to acquire 2,000' of additional temporary barrier, install, and remove, prior to phasing the traffic onto the eastbound lanes. Acquisition of material - 1 day, installation of barrier - 3 days, removal - 3 days. The contractor requests an additional 7 days of time be granted for the completion of the item work.

4. Revision in Design of the Changeable Message Signs, Item #41.

Enclosed is a copy of correspondence from J. F. Shea Co., listing chronologically the dates of various transmittals that affected the delivery and installation of these items.

cost it [illegible] [illegible] after [illegible] P.D.

Delivery of the signs to the project was done in 49 days after the approval of electrical drawings on December 18, 1975. The final lettering requirements were issued January 15, 1976 by telephone. Date of delivery was February 9, 1976. The supplier was requested to augment his production schedule for these items and the 110 day anticipated fabrication time was expedited for project completion. The sign and electrical sub-contractors expedited their work and final completion of contract items was effected on March 2, 1976. The contractor requests an additional 49 days of time be granted for the completion of the item work.

5. Extra Work and Additional Price Agreements.

Price Agreement #1, "Guide Posts W-1", installation of 60 delineators. Time required - 1 day.

Price Agreement #5, "Guardrail End Pieces and Guardrail Anchors" installation of [illegible] end pieces and [illegible] Type 1 guardrail anchor. Time required - 2 days.

Force Account #2, "Relocate Weigh Sta. Open Sign". Time required - 3 days.

The contractor requests an additional 6 days of time be granted for the completion of the item work.

[illegible]

6. Electrical Cable Supply.

Subcontractor ordered material for cable on December 23, 1976. The supplier was unable to obtain cable from first jobber and re-ordered on January 28, 1976, with shipment scheduled for February 3, 1976, delivery on February 25, 1976. On checking with them, the supplier was unable to meet the confirmed dates. Subcontractor then changed suppliers and re-ordered on February 18, 1976, with air freight authorization. Cable was obtained and installation commenced on February 23. Eastbound was completed February 24. One-half of westbound completed February 25. Icing and snow during this period delayed installation and required additional time to tighten sagging and broken lines. Time loss due to supplier was regained at the cost of $700.00 for air freight. Because of changes caused by differing site conditons, the cable work was forced into inclement weather conditions. The contractor requests an additional 4 days of time be granted for completion of item work.

Based on the listed reasons, the contractor requests a time extension of 105 days for the completion of the project.

Yours very truly,

ROY L. HOUCK CONSTRUCTION CO.

Jim Lambie

JEL:jl
encl.

Olson ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

June 29, 1976
0922 Fountain Slide

RECEIVED
JUN 30 1976

Roy Houck Sons Corporation

Salem, Oregon

Attention: Jim Lambee

Dear Sir:

We request an extension of time on the subject contract for the following reasons:

We had issued a purchase order #10424 dated 12/23/75 to Graybar Electric for 12 pair 300 volt 19 guage #19 Self Supporting Telephone Cable. This was reordered again from Graybar Electric on our purchase order #10625 January 28, 1976, because their first supplier was unable to supply it. We were told the wire was scheduled for shipment on February 3, 1976, to arrive here no later than February 25, 1976. On checking, we found it had not shipped as of February 17, 1976, and it would be at least four to six weeks to receive the cable. This order was cancelled February 20, 1976, pending approval of replacement cable.

We then made several phone calls and were able to locate a jobber in Seattle who could get the cable from New York. We entered our order with Consolidated Electric Distributors on February 18, 1976 and authorized air freight for shipment. The air freight cost us an additional $700.00. The cable was air freighted on February 19, 1976 with arrival on late Friday, February 20, 1976. We obtained a crane and picked up the cable from Flying Tigar and proceeded with the installation on February 23, 1976 and completed the Eastbound installation on Febraury 24, 1976 and ½ of the Westbound installation on February 25, 1976. On February 25, we repaired broken and sagging lines due to icing overnight. We spent most of the day tightening and repairing cables due to ice and 6" wet snow. We did complete the installation of the cable on the Westbound side on February 26, 1976. We lost four hours due to ice repairs on the 26th. Bad weather conditions made an efficient, speedy installation impossible. We then proceeded to complete the remaining items that were to be done after the cable installation.

Problems encountered in obtaining the cable and the weather conditions upon its installation delayed the project so we could not complete our work in time.

Very truly yours,

OLSON ELECTRIC COMPANY, INC.

Rosaly Divens

Rosaly Divens
Secretary Treasurer

RD:ph

TRAFFIC SAFETY SUPPLY Co.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

May 24, 1976

Mr. Joe Martin
J. F. Shea Co., Inc.
P. O. Box 446
Cascade Locks, Oregon 97014

Re: Changeable Message Signs, Oregon Contract #8196
- Fountain Slide Section, Hood River County

Dear Mr. Martin:

As requested by Jim Lambee, Roy L. Houck Co., we are listing chronologically the various transactions involved in the delivery of the Changeable Message Signs to the above project. This is based on information furnished by Fosco Fabricators, Inc., manufacturers of the signs.

June 12, 1975:	Confirming P.O. #5002-3-37444 was received at Traffic Safety Supply from J. F. Shea Co. (Order was placed verbally on 6/3/75)
June 6, 1975:	Fosco Fabricators, Inc. received purchased order.
July 22, 1975:	Shop drawings submitted by Fosco
Sept. 11, 1975:	Oregon State Highway Division returns drawings. Several sheets require correction because of a revision requiring new sign panels and corresponding dimensions. Sheets D200036-37-38-39-40-41.
Sept. 24,1975:	"Red Lined" drawings involving changes to the static sign and its mounting received at Fosco.
Oct. 31, 1975:	OSHD returned "approved" or "approved as noted" Sheets D200036-37-38-39-40-41.
Dec. 18, 1975:	Approved electrical drawings D250089 returned to Fosco.

I am sure you have copies of all correspondence and transmittals written by Traffic Safety Supply involving this project. However, please call me should you need additional copies or information.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

Files

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

RECEIVED
AUG 6 8 57 AM '76
CLAY MYERS
SECRETARY OF STATE

5112

FILED
AUG 6 1976
CLAY MYERS
SECRETARY OF STATE

August 5, 1976

Scappoose Sand & Gravel Co.
Route 2, Box 1
Scappoose, OR 97056

Attention: Jack W. Parker
Secretary

NOTED ON CARD
8-10-76

Gentlemen:

This is to acknowledge receipt of your claim letter of July 29, 1976, advising us that you have a claim in the amount of $3,485.48 for materials furnished and delivered to Roy L. Houck Construction Co.

You state this is in reference to the Roy L. Houck Construction Co. Contract No. 8169, Fountain Slide Section of the Columbia River Highway in Hood River County.

The Peerless Insurance Company furnished the bond on this contract. We will advise them of receipt of this claim, and we will also forward it to the Secretary of State for filing.

This contract was completed on March 2, 1976, but has not yet been accepted by the State. Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Roy L. Houck Construction Co.
2705 Lancaster Drive
Salem, OR 97303

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

3164

Files

1859

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

RECEIVED
AUG 6 8 57 AM '76
CLAY MYERS
SECRETARY OF STATE

5112

FILED
AUG 6 1976
CLAY MYERS
SECRETARY OF STATE

August 5, 1976

Scappoose Sand & Gravel Co.
Route 2, Box 1
Scappoose, OR 97056

Attention: Jack W. Parker
Secretary

NOTED ON CARD
8-10-76

Gentlemen:

This is to acknowledge receipt of your claim letter of July 29, 1976, advising us that you have a claim in the amount of $3,485.48 for materials furnished and delivered to Roy L. Houck Construction Co.

You state this is in reference to the Roy L. Houck Construction Co. Contract No. 8169, Fountain Slide Section of the Columbia River Highway in Hood River County.

The Peerless Insurance Company furnished the bond on this contract. We will advise them of receipt of this claim, and we will also forward it to the Secretary of State for filing.

This contract was completed on March 2, 1976, but has not yet been accepted by the State. Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Roy L. Houck Construction Co.
2705 Lancaster Drive
Salem, OR 97303

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

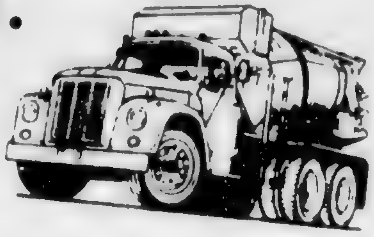
bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SAND • GRAVEL • CRUSHED ROCK • TRANSIT MIX CONCRETE

SCAPPOOSE SAND & GRAVEL CO.

Route 2, Box 1
Scappoose, Oregon 97056

PHONE 543-7141



CHARLES T. PARKER, PRES.

DALE B. HEIMULLER
Manager
Home 543-6507

July 29, 1976

Cecil Head, Manager
Commission Services
Department of Transportation
Room 121
State Highway Building
Salem, OR 97310

Re: Contract #8169
Fountain Slide Job

Gentlemen:

Notice is hereby given, pursuant to ORS Chapter 279, that Scappoose Sand & Gravel Co. has a claim in the amount of $3,485.48 for materials furnished (crushed gravel) and delivered to the above-referenced jobsite at the request of Roy L. Houck Construction Co., 2705 Lancaster Dr., Salem, Oregon 97303. Last date of delivery was January 23, 1976. The Bond is with Peerless Insurance Co., 62 Maple Avenue, Keene, New Hampshire through their agent Rathbone, King & Seeley, 12 W. Columbia, Portland, OR 97201.

Yours truly,

SCAPPOOSE SAND & GRAVEL CO.

By: Jack W. Parker
Jack W. Parker, Secretary

cc: Rathbone, King & Seeley
Secretary of State

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 8, 1976

Mr. Kenneth W. Kirby
P. O. Box 335
Hood River, OR 97031

Dear Mr. Kirby:

Fountain Slide Section
I-80N Highway
Contract No. 8169

In your June 26 letter you inquired about the amount of material removed from your land and utilized on the subject project.

We have no measurement of that material as our payment to the contractor is for "Embankment in Place". The embankment came from several locations, both on and off the project. Any figures we could provide regarding material removed from your land would be merely an educated guess.

Final payment for the contract has not been made as we have not yet completed checking all quantity measurements. Our partial payments to the contractor for Embankment in Place have been based on an estimated quantity of 36,636.6 cubic yards.

If you have additional questions, please contact Mr. Roy Pyle, Resident Engineer for the project, at P. O. Box 168, Troutdale, OR 97060, telephone number 666-6007. If you wish to discuss the matter with him, his office is at 201 Dora Street, Troutdale.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Ed Hardt (enc.)
Roy Pyle "

(Construction)/ESH:ja

P. O. Box 335
Hood River, Oregon 97031
June 26, 1976

Re: Oregon State Highway Div.
Contract #8169
Fountain Slide Section
Wyeth, Oregon

Highway Commission
State of Oregon
State Highway Building
Salem, Oregon 97310

Gentlemen:

I am the owner of land located south and west of the Wyeth Interchange on I-80 N, Hood River, County, from which the Roy L. Houck Construction Co., Salem, Oregon removed embankment and buttress material for use in the Fountain Slide Section.

I would very much appreciate verification from your department as to the amount of material removed from my land for this purpose, and the date that final payment was made to the construction company.

Yours very truly,

Kenneth W. Kirby

Routing
1 Keasey K RECEIVED Richards
Bond Glenn
Jackmond JUN 30 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

RECEIVED
STATE HWY ENGR
JUN 29 '76
REFER TO
Hunter
FOR

BOHEMIA INC.
UMPQUA DIVISION

P. O. Box 1819
2280 Oakmont Way
EUGENE, OREGON 97401
(503) 342-6262

1024 S.W. Sixth Avenue
PORTLAND, OREGON 97204
(503) 224-3322 228-0181

INVOICE

13 April 1976

Roy L. Houck Construction Co.
2765 Lancaster Drive, N.E.
Salem, Oregon 97302

Subject: Fountain Slide Section
Columbia River Highway
Contract No. 8169
Material and Site Usage

Gentlemen:

As provided by Mr. Roy W. Pyle, Resident Engineer, the following quantities reflect the completed status for the above subject project.

Item No. 15	Bit Base Mixture	14,832.85 tons
	Less Asphalt	846.34 "
		13,986.51 tons *
Item No. 17	1"-0 Aggregate Base	11,554.72 tons *
Item No. 18	Class C A.C. Mix	12,264.95 tons
	Less Aslphalt	825.26 "
	Less tonnage provided by Penge Paving	219.53 "
		11,220.16 tons *

Total Pay Tonnage *		36,761.39 t.@ $0.10	3676.14
Sand from Herman Creek Quarry		520.00 t.@ $0.75	390.00
Total Contracted Amount			$4066.14
Less Previous Payments:	Check No. 7066, dated 8 Sept.1975	1496.43	
	" " 7257, dated 30 Sept. 1975	1223.57	
	" " 7758, dated 3 Dec., 1975	1101.46	3821.46
Balance of Amount Due			$244.68

cc - Mr. Head, Contract Administration

Mr. Roy W. Pyle, Resident Engineer
Oregon State Highway Division

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fountain Slide Section

WEEK ENDING: April 3, 1976

SECTION PREFIX: 614-1080

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: Fountain Slide Section

KIND OF WORK: Grading, Paving and Warning System

CONTRACTOR: Roy L. Houck Construction Co.

CONTRACT NUMBER: 8169

FEDERAL AID PROJECT NUMBER: I-80N-2(53)47

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 28, 1975

ESTIMATED COMPLETION DATE: March 2, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS: work 150

WORK DAYS USED
CALENDAR DAYS USED: work 193

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 129

PROJECT AUTHORIZATION: $ 1,147,756.50

EXCLUSIVE OF ENGINEERING: $ 1,066,138.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,066,138.50

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 81,618.24

ENGINEERING COST TO DATE: $ 87,200.72

PERCENT OF AUTHORIZATION: 107 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

DATE PROJECT WAS COMPLETED: March 2, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	1			1
MILES PARTIALLY COMPLETED	1	1			1
MILES COMPLETED	1	1			1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,200 CY	11,000 T			29,100 T
TOTAL QUANTITIES CORRECTED TO DATE	36,300	11,600			27,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	36,265	11,5[illegible]4			27,096
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Showers			
THURSDAY	Cloudy			
FRIDAY	Fair			
SATURDAY				

RECEIVED
APR 5 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity.
TUESDAY	No Activity.
WEDNESDAY	No Activity.
THURSDAY	No Activity.
FRIDAY	No Activity.
SATURDAY	

REMARKS

SIGNED Loran D. Emerson LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
February 24, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Walter J. Hart
Bridge Engineer

SUBJECT: Signing
Fountain Slide Section
Columbia River Highway
Contract 8169

Attention: Gordon J. Ballard

As discussed over the phone, the sign luminaires on the two variable message signs on the above named contract should be lighted in all four conditions during hours of darkness.

L. E. George
Traffic Engineer

ELS:rj
cc: J. H. Versteeg
Ron Failmezger

REFERRED TO
✓ Beard WGK Reed
Cole Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 ✓
2 Doc
3
4

RECEIVED
26

734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 23, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: Walter J. Hart
Bridge Engineer

Attention: Gordon Ballard

SUBJECT: Fountain Slide Section
Rotating Drum Variable
Message Sign
Columbia River Highway

This office has reviewed the revised shop drawings submitted for the rotating drum variable message sign to be installed on the above named section and find them to be acceptable.

We are still concerned about several items that were listed in our letter of September 10. Please review the items highlighted on the attached letter. If you agree that these are important, please indicate them on the drawings you return to the fabricator.

We have kept one set of prints for our files. If you need these to return to the contractor please let me know.

for L. E. George
Traffic Engineer

ELS:rj
Attachments
cc: J. H. Versteeg
Bob Judson

✓

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
September 10, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Fountain Slide Project
Rotating Drum Variable Message Sign

TO: ~~Walt Hart~~
~~Bridge Design Section~~

Attention: Gordon Ballard

This office has been requested by the Road Design Section to review the shop drawings submitted for the rotating drum variable message signs to be installed on the Fountain Slide Project contract. Several items involving the construction of the sign concern us. These items are as listed below:

1) Considering the extremely adverse weather conditions in the Columbia River Gorge, it is imperative that a heated wiping neoprene type gasket be extended around the edge of the opening for the rotating drum. This would keep dirt and insects from entering the housing and would also keep moisture and snow and ice from entering.

2) The plans do not indicate what type of latches are to be used on the access door located on the motor end of the sign. These latches should be of a type constructed of stainless steel or other non-corrosive material.

3) The manual drive shaft extension should be extended on out close to the face of the sign and a circular opening with a spring-loaded cover installed in front of the shaft. This will eliminate the necessity for an access door that is fastened only with sheet metal screws.

4) Painting of the shafts and bearings that is an indicated possibility in the note on the fifth sheet of the plans should be prohibited.

The plan sheets that we are returning also indicate that aluminum sheet rather than extrusions should be applied to the face of the sign to close up the opening around the perimeter of the drum.

L E George

L. E. George
Traffic Engineer

LEG:cr
cc: J. H. Versteeg ✓
Bob Judson

REFERRED TO

______ [✓ Beard] ______ ______ Reed ______
______ Cole ______ ______ [✓ Sample] ______
______ Eriksen ______ ______ Watson ______
______ Hager ______ ______ Wolfe ______

[✓ Return] Discuss Do File Copy D...

BY FINAL DESIGN ENGINEER

Fountain City Slide [illegible]

[illegible] —

[illegible] To 18 [illegible] the [illegible] [illegible] [illegible].

E[illegible] Dan [illegible] in [illegible] and [illegible] make [illegible] change in the [illegible].

[illegible]

F.A.

Fountain Slide

Highway

Pref

cal circuits.

400+00 ±

equipment

iot have person

is familiar wit

Project authorizatio

Present estimate of

$ 1,800.00

under-r

Expected over-ru

under-

Expected over-r

Resident En

Regional En

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8169

Order No. 1

Section Fountain Slide

Date June 3, 1975

Highway Columbia River Highway

F.A.P. No. I-80N-2(53)47

County Hood River

Prefix 614-1080 Account No. 277

Description of Work To Be Done:

Relocate electrical circuits.

APPROVED EFFECTIVE DATE 6/11/75
Contingent upon modification of project agreement if additional funds are required
BY
TITLE E. J. Valach
Dist. Engineer
DATE 6/24/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

385+00 ± to 400+00 ±

Estimate of Quantities and Costs:

Labor, Materials and Equipment	$1,800.00

Explanation:

Contractor does not have personnel on job to perform work and State Electrical crew is familiar with the various existing circuits.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 1,147,756.

Present estimate of project cost, including $ 1,800.00 for work under this order $ 1,147,756.5

Expected under-run / over-run (amount) . . . . . . $ ---

Expected under-run / over-run (per cent) . . . . . ---

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

80N

terra technology

Fountain Slide Sec.
Columbia River Hwy.

June 3, 1975
Ref. No. GRZ/313/75

Oregon State Highway Dept.
P.O. Box 02157
Portland, Oregon 97202

Attn: Clarence Eshelman

Subject: Mounting Brackets

Reference: Telecon: 5-30-75

Dear Clarence:

As requested in your phone call, we are pleased to send you a rough sketch describing the reservoir mounting brackets that will be placed at stations (approximately) 421+70 and 398+90. The bracket will be made from 1X1 angle iron and will be all welded type construction. For mounting, we plan to bolt the angle iron base to ¼ inch studs embedded or implanted in the bottom of the reservoir enclosure.

We, of course, are fabricating and will supply the angle iron bracket, however, if during construction of the box studs can be added it would be greatly appreciated. In this regard I have red lined the required dimensions concerning the location of the mounting studs.

If you have any questions concerning this drawing, please let us know.

Very truly yours,
TERRA TECHNOLOGY CORPORATION

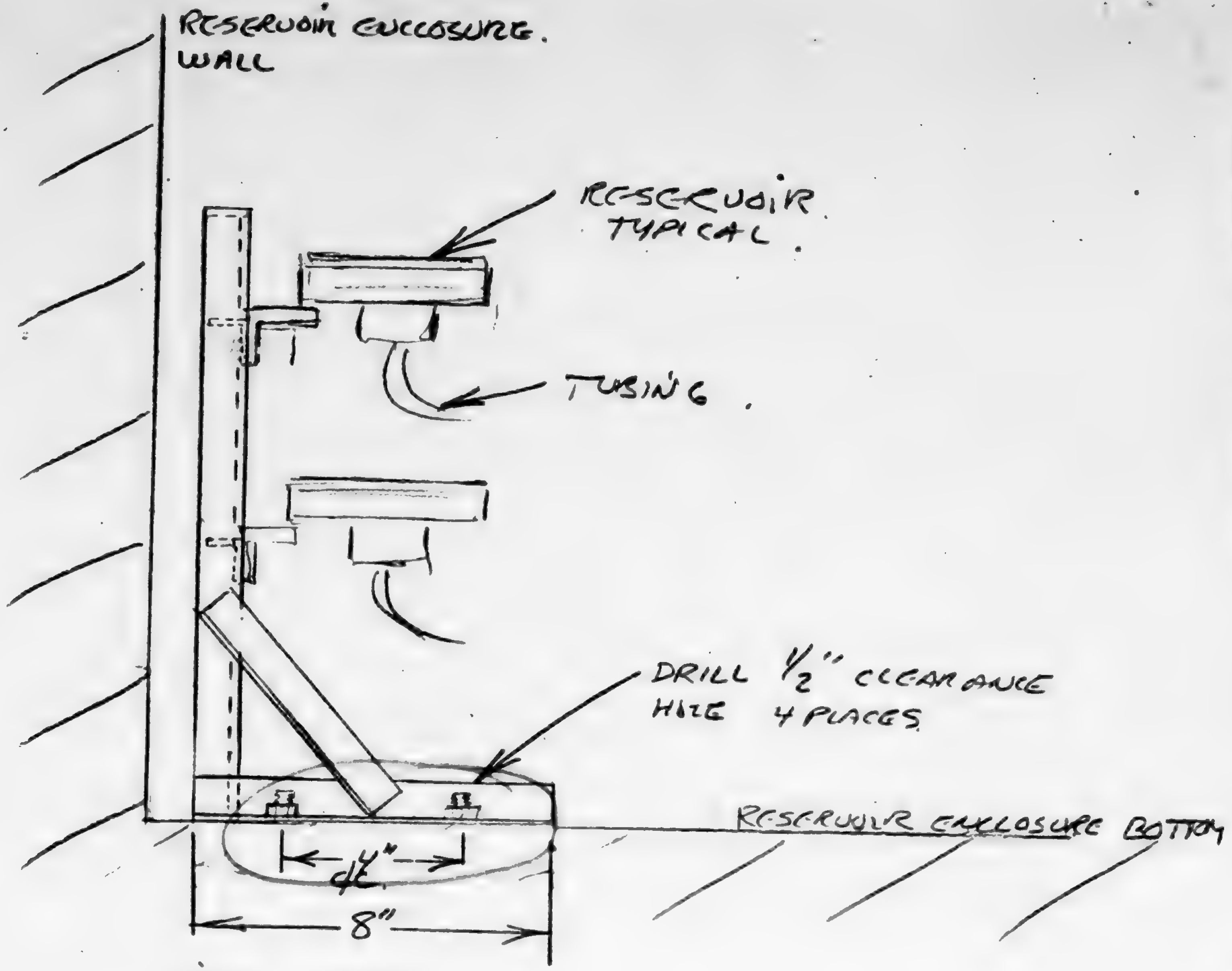
Gary R. Zanzig
Product Manager

RECEIVED
JUN 10 1975
ROAD DESIGN SECTION

Scott
Swanson
R. Olson
Trout

GRZ:ts
Enclosure: Drawings

TERRA TECHNOLOGY CORPORATION
3018 WESTERN AVENUE, SEATTLE, WASHINGTON 98121 • Phone (206) 682-9946 • Cable: TERRATECH

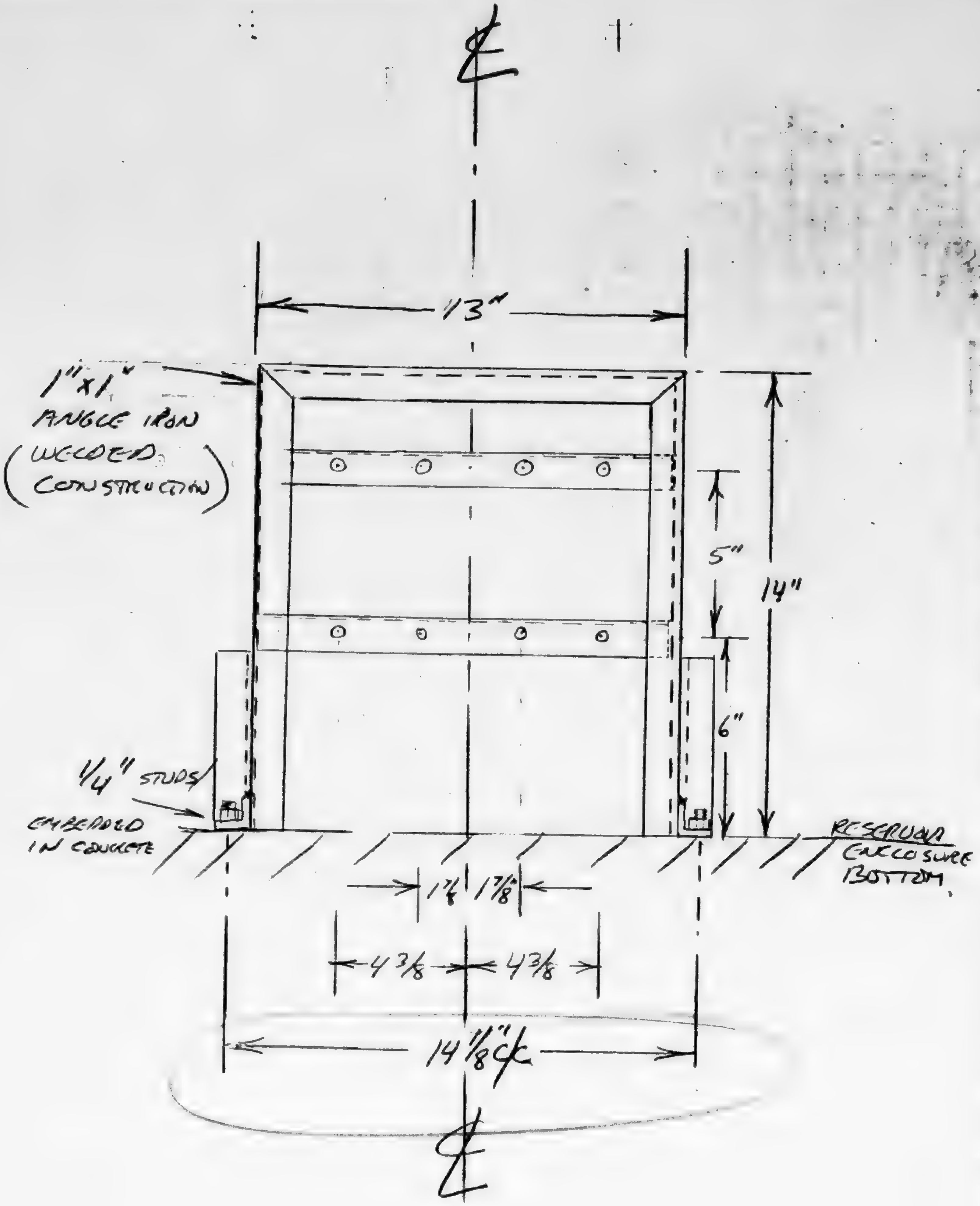

RESERVOIR ENCLOSURE WALL
RESERVOIR TYPICAL.
TUBING.
DRILL 1/2" CLEARANCE HOLE 4 PLACES
RESERVOIR ENCLOSURE BOTTOM
4"
℄
8"

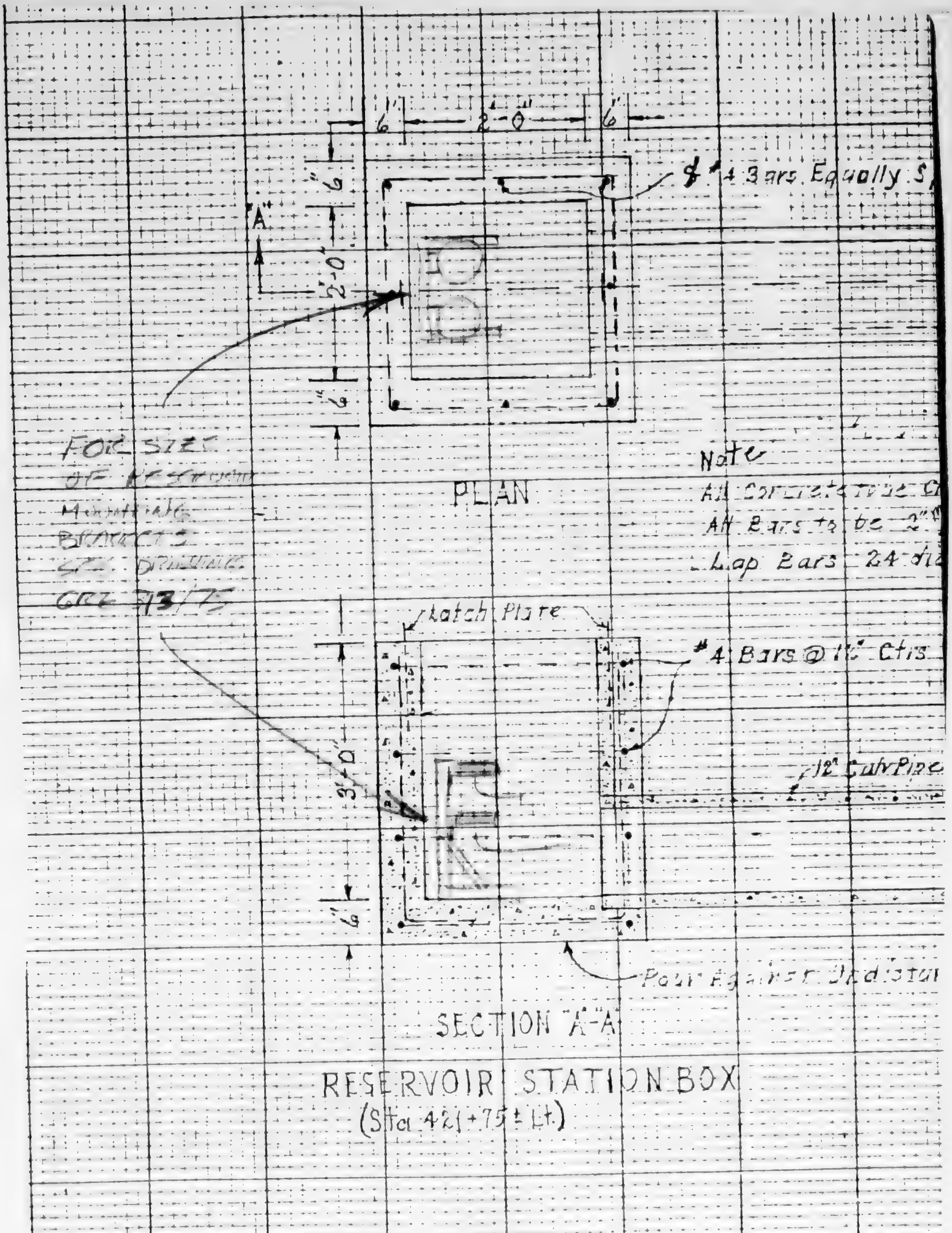
SIDE VIEW

OREGON SLIDE WARNING
SYSTEM RESERVOIR MTG. BRACKETS

2 PCS REQD.
USE @ STATIONS ≅ 421 + 70
≅ 398 + 90

6/3/75 GRZ.


℄
13"
1"x1" ANGLE IRON (WELDED CONSTRUCTION)
5"
14"
6"
1/4" STUDS EMBEDDED IN CONCRETE
RESERVOIR ENCLOSURE BOTTOM.
1 7/8
1 7/8
4 3/8
4 3/8
14 1/8" C/C
℄



SECTION "A"-A

RESERVOIR STATION BOX
(Sta 421+75± Lt.)

U.S. PARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO. I-80N-2(53)47

STATE PROJECT NO. Fountain Slide Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-726

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Salem, Oregon
State of Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
April 2, 1975	April 2, 1975	Interstate Route 80N Columbia River - Primary 2

GENERAL LOCATION:
I-80N 3.6 miles east of Cascade Locks
East 0.86 miles

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GENERAL DESCRIPTION OF WORK:
Grading, paving, and warning system'

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Permanent Pavement Striping	# 500
Stage Construction Striping	500
Temporary Erosion Control	2,500
On the Job Trainees	800
Slide Correction	5,000
Seed and Mulch	4,000
State Furnished Sensing and Warning System Equipment	60,000
State Furnished Radio System	10,000

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
w/att.

DATE April 14, 1975

SIGNATURE OF APPROVING OFFICIAL CRBurglundt

TITLE Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE March 27, 1975

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT Preliminary Plans
Temporary Protection and
Direction of Traffic

We have reviewed the preliminary plans for Temporary Protection and Direction of Traffic for the Elkhead Road Interchange-Rice Hill Interchange Section of I-5, and the Fountain Slide Section of I-80N. Based on our review, it is requested that the following revisions be made.

1. Standard detail sheet S-12 (see attached copies) has recently been revised to eliminate the SINGLE LANE AHEAD sign, so this sign should be deleted from the plans.
2. It is the Highway Division's policy not to use the LANE ENDS-MERGE LEFT (RIGHT) sign, so this sign should also be deleted from the plans. (See Oregon Supplement-Standard Practice and Interpretations, page 7).
3. According to the MUTCD, the RIGHT (LEFT) LANE ENDS sign is intended for use in advance of permanent lane drops. For temporary lane closures, the appropriate sign shown on the illustrations in the MUTCD is RIGHT (LEFT) LANE CLOSED AHEAD.
4. It is noted that on both plans a SLOW sign was used in the construction signing sequence in advance of ROAD CONSTRUCTION AHEAD and the construction speed signs. When construction speed signs are used with a designated speed the SLOW sign with flasher is not required and should be deleted.

On Sheet 2E-2 showing permanent signing for the Fountain Slide Section of I-80N a note should be included with the flasher on the SLIDE AREA and SLIDE AREA ½ MILE sign stating that the flasher is to operate under conditions II, III, and IV.

DKH:cr
cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
Carroll Keasey
Al Shirley
C. M. Williams
John Woods

RECEIVED
MAR 31 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

K

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-2(-)
Fountain Landslide Section
Overhead Electrical Powerlines

DATE: March 3, 1975

In reply refer to: 1041DA.1

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Johnsen's February 27, 1975 letter requested approval of overhead electrical lines within the subject slide area to serve the proposed warning system. The concept suggested is approved subject to our review of the final project plans.

G. L. Green

cc:
OSHD (E L Johnsen)

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

K

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 21, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-80N-2(53)47
Fountain Landslide Section
Earth Monitoring System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Keasey's February 18, 1975 letter, the purchase of the instrumentation system for the subject project at this time with State funds is considered to be in the public interest. Full Interstate participation in this expense for State-purchased equipment and installation supervision is approved as requested.

E. J. Malach
for G. L. Green

RECEIVED
FEB 2[illegible] 1975

RECEIVED
STATE HWY ENGR
FEB 24 '75
REFER TO
FOR

TE
L. JOHNS

OREGON STATE
HIGHWAY DIVISION

February 18, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Fountain Landslide Section
FAP No. I-80N-2(53)47
Earth Monitoring System
Reference No. 1041DA.1

Dear Mr. Green:

We are requesting your participation in the cost a State purchased, instrumentation system to be placed on the Fountain Landslide project. In your November 27, 1974 letter, you approved this proprietary system which will be supplied by Terra Technology Corporation.

The Fountain Landslide project is scheduled for completion late this year. The supplier estimated that four to five months lead time was required to manufacture and assemble the equipment for delivery. Since part of the system must be placed in the early grading stages of the project, it is prudent and in the public interest for the State to purchase this specialized equipment and services prior to contracting this one season project.

The supplier gave us costs for the equipment which were firm until 1 August 1974, which were: equipment @ $36,670 and installation supervision @ $250 per day plus expenses. Price increases are anticipated after that date.

Your full Interstate participation in this expense under FAP No. I-80N-2(53)47 for State purchased equipment and installation supervision is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Edgar L. Johnsen
Special Studies & Cost Engineer

ELJ:fr

bc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
Ed Hardt
C. T. Keasey

E-123

K

terra technology

Keasey
Bond
Jackmond
Harwood
Johnson
Walker
RECEIVED
FEB 18 1975
CONSTRUCTION
SECTION
Scofield
Glenn
Berg

February 14, 1975
Reference No. COM/379/75

State of Oregon
Department of Highways
Executive House
325 - 13th Street N.E.
Salem, Oregon 97310

RECEIVED
1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention: Mr. Ed Johnson

Subject: Fountain Slide Settlement Warning System

Reference: a) Meeting of December 13, 1974
b) Revised site description drawing received from Dan Gano January 31, 1975
c) Proposal COM/190/74 dated June 1, 1974

NOTED
E. S. HUNTER

Gentlemen:

Terra Technology has thoroughly reviewed referenced b) drawing and is pleased to submit this quotation for the supply of a complete Slide Warning System. This system is in accordance with requirements discussed at our December 13th meeting and our previous proposal (reference a). This quotation includes the system per reference a, as well as all required burial cable for the instrumentation system (previously considered to be contractor supplied).

System Description, Model SWS-301-14

The system consists of fourteen (14) SE-6010 electrical settlement sensors, all controlled and measured with a central processing unit providing all of the features described in our earlier proposal. We have, in addition, added the feature of having two (2) threshold detector set points in each channel, since this feature was requested during our December meeting. The system also includes a recording system capable of recording all fourteen channels of settlement data on a continuous or selectable interval basis. Also, Terra Technology will supply all required intermediate junction facilities (rugged metal boxes, connections, etc.) which can be installed in the contractor supplied cement wall enclosures. Our system console, to be installed in the contractor supplied terminal house,

2-18-75
c To
E.S. HUNTER
FHWA (2)
VERSTEEG
IWEN
Rulien
Keasey
HARDT
D. GANO

is suitable for rack mounting. A standard 19" rack (not supplied) will be required for system installation in the terminal house. Because of recorder considerations, it will be necessary to provide a heater for the terminal house which can maintain a minimum temperature of 40° F.

The system (exclusive of the recorder) is powered by standard 12 VDC automobile batteries which are continuously being charged. In the event line power (115 VAC, 60 ~) is lost, the batteries will provide up to 8 hours of emergency power for the instrumentation system. The recorders, however, will be powered from the line source and consequently will not operate in the event of power lost.

Quotation

Item	Quantity	Description	Unit Cost
1	Lot	SWS-301-14 Settlement Warning System	$ 59,773.00
2	A/R	On-Site Engineering Supervision or Contractor/ State Coordination Meetings (Includes per diem, excludes mileage @ $0.18/mile)	325.00/day

Our quotation is made F.O.B. Seattle, Washington, and may be considered firm for 30 days. Payment terms are net 30 days.

Thank you for your continued interest in our products. Should you desire any additional information, please feel free to contact us at your convenience. We look forward to being of genuine service.

Very truly yours,

TERRA TECHNOLOGY CORP.

Charles O. Meyer

Charles O. Meyer
Director of Marketing

COM/cg

cc: Hickey Engineering Sales Co.
Mal Hickey

80N N

Salem, Oregon
January 15, 1975

Frank E. Terpin
Final Design Engineer F.E.T.

L. L. Wallace
Bridge Design Engineer

Fountain Slide Section
Columbia River Highway
Hood River County

It will be necessary to design an instrument house to house the warning system for the subject project.

Mr. Ed Johnson of the Construction Section has the particulars of the requirements.

By a copy of this letter I am asking him to furnish those details for your use in designing the building.

FET:we
cc: Ed Johnson
C. G. Swenson
Fred Eriksen

Versteeg ✓
A. Olsen
Terpin
Scott
Swenson
K. Olson

RECEIVED
JAN 17 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
January 7, 1975

FILE: LOC 17

FROM: D. R. ADAMS D R Adams
Regional Construction Engineer

TO: FRED ERICKSON
Design Team Supervisor

SUBJECT: Fountain Slide Section
Columbia River Highway
Prefix 614-1986

In reviewing the traffic routing from the borrow area to the slide area I recommend the following for the haul route required for this construction.

No crossing of freeway traffic should be permitted for the contractor at grade for the haul trucks. Dan Gano has located a proposed possible access road from the borrow area, across the slide, down to the weigh station, east of the slide. This haul road could be used for Stage I construction (Stage I being the construction to raise the highway to grade immediately adjacent to slide area) to bring material to the ~~slide~~ grade, but it will also have to be used by the empty trucks returning to the proposed borrow area, or the trucks would have to route themselves east to Wyeth Interchange, perhaps through the truck scales to achieve proper merging action with traffic.

During Stage II construction the loaded trucks should probably be routed to Wyeth Interchange, dump their loads and proceed to the Herman Creek Interchange on the return trip to the borrow area. These routings will require use of the county road between Herman Creek and Wyeth. If there is some other alternatives which do not depend upon haul trucks crossing the median, we would be perfectly willing to consider such a proposal.

✓

DRA/b
cc: Dan Gano
Roy Pyle

REFERRED TO

_____ Beard _____ _____ Reed _____
_____ Cole _____ _____ Sample _____
_____ [✓ Erikson] FE _____ _____ Watson _____
_____ Heger _____ _____ Wolfe _____
[✓ Return] Discuss Do File Copy Due _____
BY FINAL DESIGN ENGINEER

TRA 7

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE December 9, 1974

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Sign Study Plan
Fountain Slide Section
Columbia River Highway

Attached are three prints of the above study plans for the above named section. All the sign locations shown have been reviewed in the field by the Region, so the locations should be accurate.

Also enclosed for your use are standard specifications for the changeable message signs shown as signs 1, and 2, on the plans. Any additional information required for these signs, may be obtained from Mr. Bruce R. Culver, whose business card is attached to the specifications. If you desire, we can loan to you our copy of the study plan so you will not have to redraw the details shown on this sheet.

ELS:rj

cc: ✓E. L. Johnson
L. W. Rulien

FOUNTAIN SLIDE SECTION

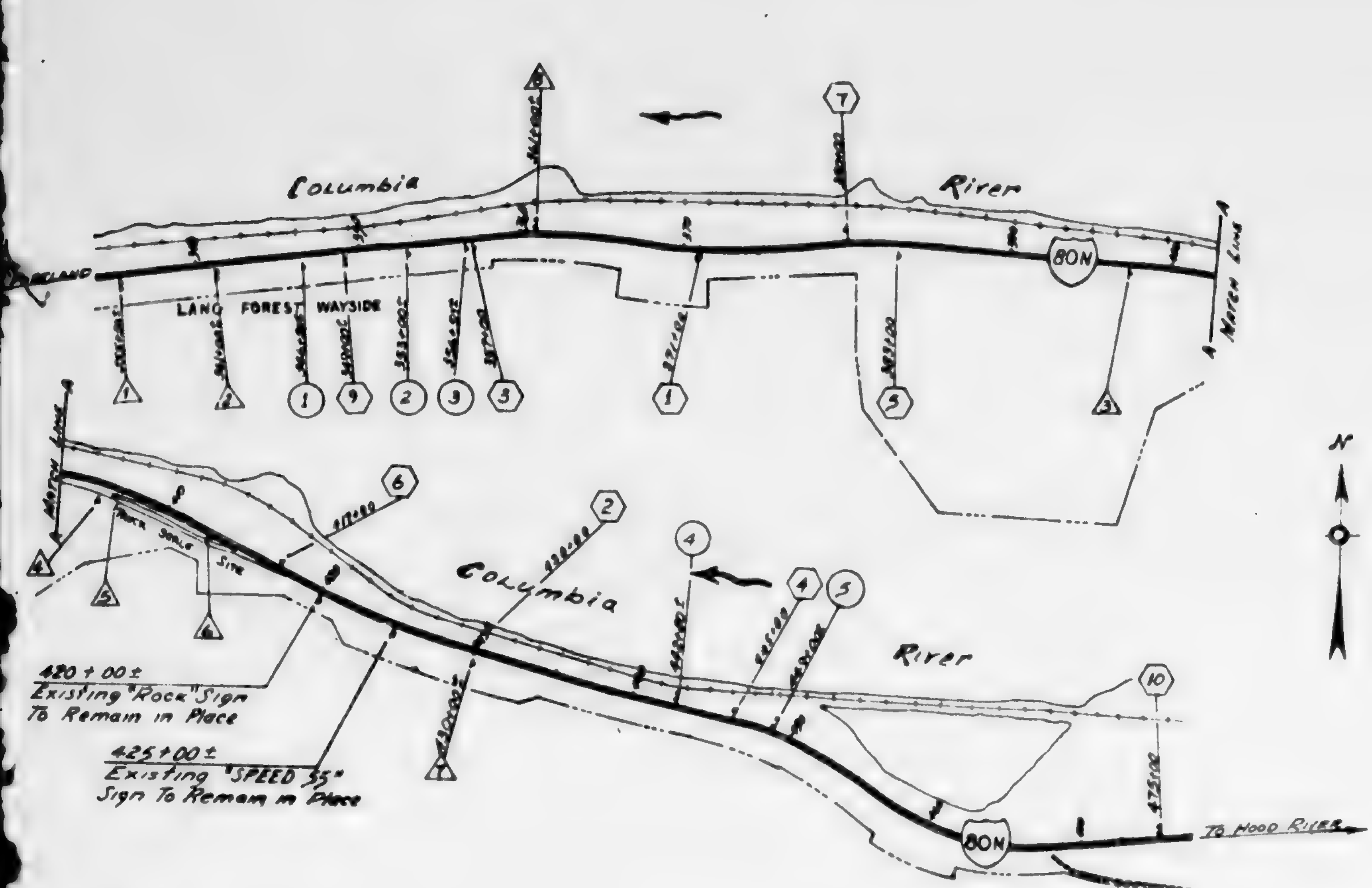
The contract calls for grading and paving to restore the roadway in the slide area. Conditions II and IV will be activated by roadway movement by special sensors installed in the roadway pavement. Condition III must be manually activated.

Condition I - To be shown as long and roadway is in the restored condition and at all times when Condition II, III or IV is not shown.

Condition II - To be shown when sensors in roadway detect a minor earth movement.

Condition III - To be set manually when roadway conditions do not warrant Condition IV or when roadway work is being performed in the area.

Condition IV - To be shown when sensors in roadway detect a major earth movement.



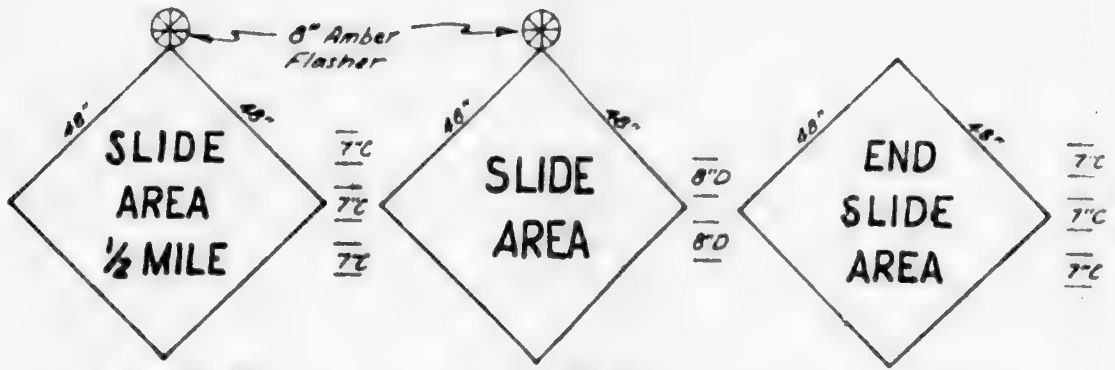
KEY TO MAP NUMBERS

d on cantilever sign structure).
d on cantilever sign structure).
on wood sign post).
d on wood sign post).
on wood sign post).
on wood sign post).
on wood sign post).

pe "A" Sign (WEIGH STATION-1 MILE)located at 353+00±
MILE AHEAD" sign located at Sta. 442+80±
EAD" sign.
-1 MILE" sign (re-install at Sta. 349+00).

ILE AHEAD" sign (re-install at Sta. 479+00).
sign to remain in place"
AD" to be re-installed at same station.
estination and Mileage sign to be re-installed at

to remain in place
emain in place.
in in place.
remain in place.
Interchange to remain in place.
Creek Interchange to remain in place.
+00 and 430+00 to be removed unless noted otherwise.
onditions II, III & IV.



Sign No. ③ ④ Type "D"

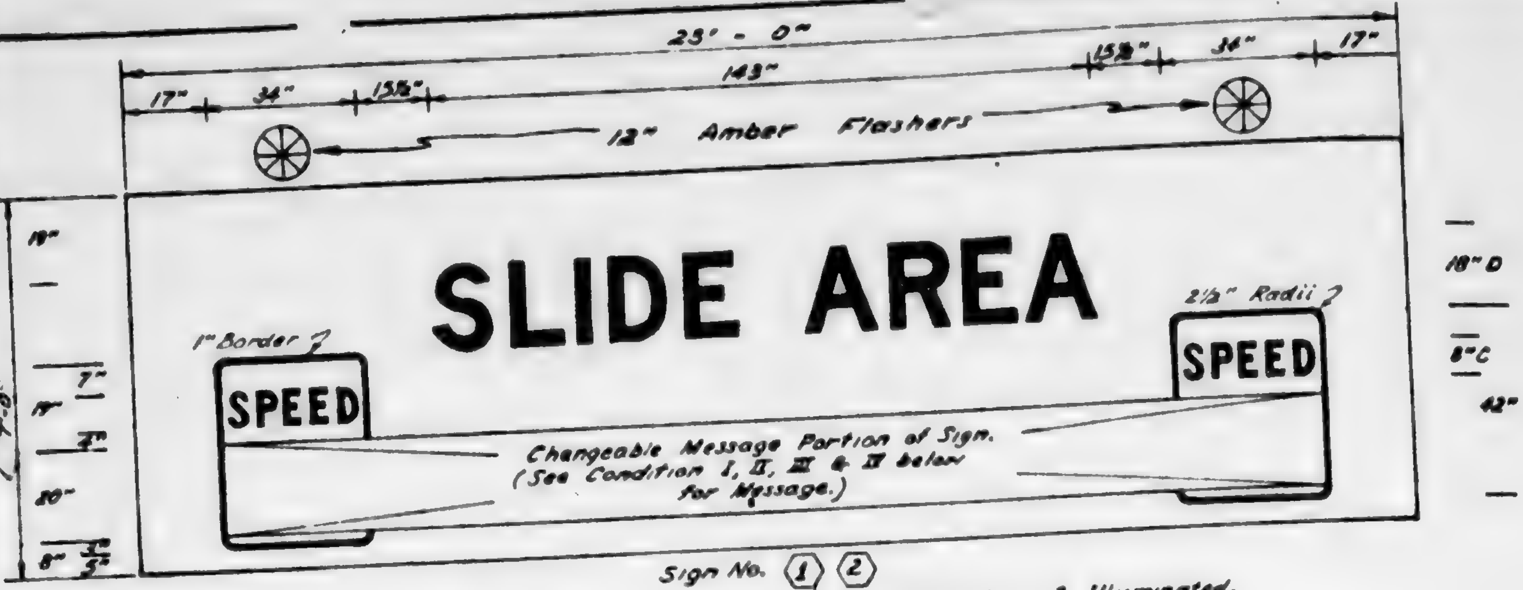
Sign No. ⑤ ⑥ Type "D"

Sign No. ⑦ Type "D"

SIGNING PROJECT

FOUNTAIN SLIDE SECTION
COLUMBIA RIVER HWY. Mile Post

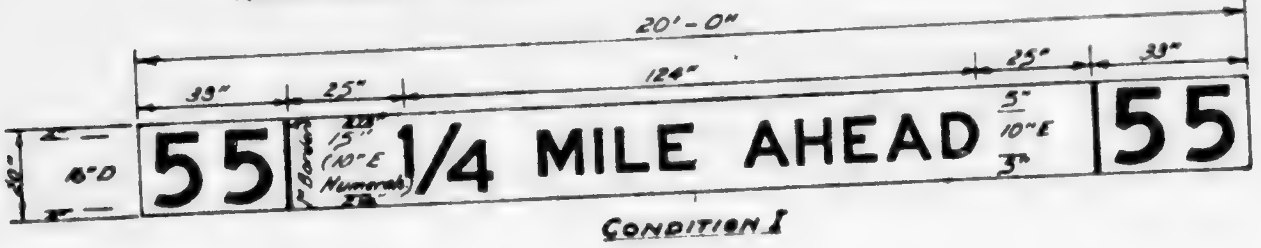
Action	Date		Title
Submitted	[illegible]	[illegible]	
Approved	[illegible] 14	[illegible]	
"	[illegible]	[illegible]	Traffic Engineer
"	[illegible]	[illegible]	[illegible]
[illegible]	12/5/74	[illegible]	[illegible]



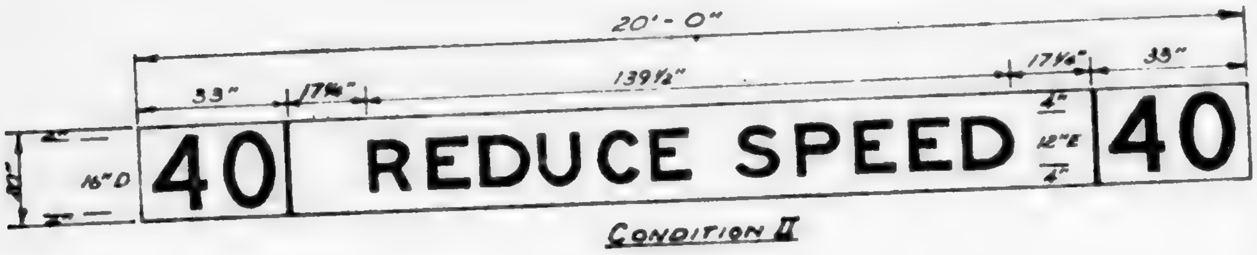
Sign No. ⬡1 ⬡2

Mounted on Cantilevered Sign Structure & Illuminated.

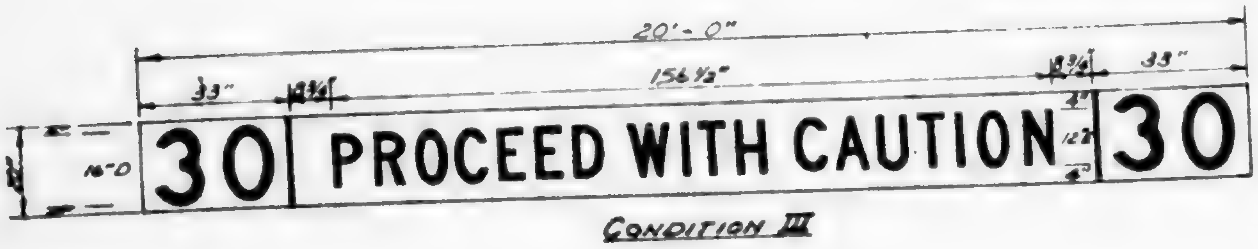
NOTE: Entire Sign Face and Conditions I, II, III & IV Faces are to be Yellow Reflectorized Sheeting with Black Permanent Non-Reflectorized Legend.



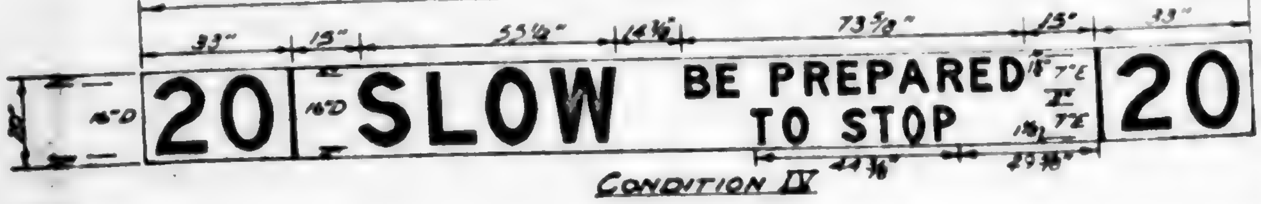
CONDITION I



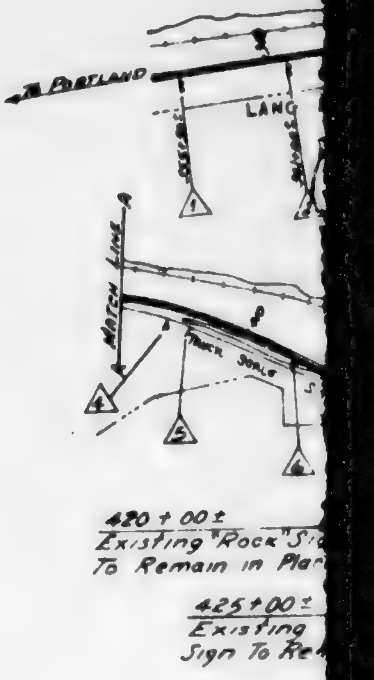
CONDITION II



CONDITION III



CONDITION IV



KEY TO MAP NUMBERS

⬡1	Location of Sign No. 1 (mounted on cantilever sign struc
⬡2	Location of Sign No. 2 (mounted on cantilever sign struc
⬡3	Location of Sign No. 3 (mounted on wood sign post).
⬡4	Location of Sign No. 4 (mounted on wood sign post).
⬡5	Location of Sign No. 5 (mounted on wood sign post).
⬡6	Location of Sign No. 6 (mounted on wood sign post).
⬡7	Location of Sign No. 7 (mounted on wood sign post).
⬡8	Deleted
⬡9	New location for 8'-6"x7'-0" Type "A" Sign (WEIGH STATIO
⬡10	New location for "SLIDE AREA-1 MILE AHEAD" sign located
①	Remove existing "SPEED ZONE AHEAD" sign.
②	Remove existing "WEIGH STATION-1 MILE" sign (re-instal
③	Remove existing "SPEED 40" sign.
④	Remove existing "SLIDE AREA-1 MILE AHEAD" sign (re-insta
⑤	Existing destination and mileage sign to remain in pla
△1	Existing "SLIDE AREA-1 MILE AHEAD" to be re-installed a
△2	Existing 16'-6"x5'-6" Type "A" Destination and Mileage same station.
△3	Existing weigh station open sign to remain in place
△4	Existing weigh station sign to remain in place.
△5	Existing EXIT speed sign to remain in place.
△6	Existing Merging Traffic sign to remain in place.
△7	Existing advance sign for Wyeth Interchange to remain
△8	Existing advance sign for Herman Creek Interchange to
	Note: All signs between Sta. 380+00 and 430+00 to be
❋	Amber flashers to operate under conditions II, III & IV.

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box [illegible]
Salem OR 97308

DATE: November 27, 1974

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-80N-2(53)47
Fountain Slide Section
Earth Monitoring System

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The information submitted with Mr. Johnson's November 12, 1974 letter regarding the proposed detection equipment for the subject project has been reviewed. Due to the unique and distinctive nature of the project, the purchase and installation of the proposed proprietary system is considered to be in the public interest and is therefore approved.

G. L. Green

cc:
[illegible]

RECEIVED
DATE YEAR
NOV 2 '74
REFER TO
FOR
Inf nves R/C D/R Sign

NOV 2 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

November 12, 1974

NOTED
E. S. HUNTER

Re: Fountain Landslide Section
FAP No. I-80N-2(53)47
Earth Monitoring System
Reference No. 1041 DA

Dear Mr. Green:

The Oregon State Highway Division asked for proposals for a system to detect differential pavement movement through the Fountain Landslide Section of I-80N for the safety of the traveling public. Your concurrence and approval is requested to accept the system defined by Model No. SWS-301-16 to be supplied by Terra Technology Corporation of Seattle, Washington for purchase and installation on this project. Their proposal (Attachment A) dated 14 May 1974 has been reviewed by Andy Munoz of your Agency and found acceptable for this unique use.

Two other replies to our request for proposals were received, one from Slope Indicator Company (Attachment B) and the other from Terrametrics (Attachment C). These offers were considered less desirable and were not accepted. Slope Indicator Company presented several alternate systems. One of their plans was to use water in their settlement devices. This could cause them to freeze during the winter. The Mercury system in the Terra Technology Corporation equipment is superior.

The system of deflectometers presented by Terrametrics measures horizontal movement. That application is limited in regard to our traffic safety problem.

Very truly yours,

C. T. Keasey
Construction Engineer

By Edgar L. Johnsen

Edgar L. Johnsen
Special Studies & Cost Engineer

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ELJ:fr
Encs.

bc: E. S. Hunter
J. H. Versteeg
V. Wolfe, Attn: F. Yarbrough
Ed Hardt
Dan Gano

Form E-123

80N

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 24, 1974

FILE:

FROM:

SUBJECT: Fountain Slide Section
Columbia River Highway
Hood River County

TO:
Mr. Ed Hardt
Region 1 Engineer
Portland, Oregon

The Design Section will be involved in preparation of plans for road reconstruction and a monitoring system for the subject section. Since slide movement in the last several years has substantially changed the shape of the roadbed through the area, revised cross-section data will be required.

Please obtain current information on ground elevation and forward to this office at your early convenience. Since grade revision may be extended westerly, the new cross-sections should start at Station 365 rather than Station 370 as indicated in the enclosed notes taken in 1973.

Two books, transit and cross-section notes, are included for your reference. Please return with revised data.

REFERRED TO
Cole Reed
[✓ Eriksen] Sample
Hager Watson
[✓ Return] ☐ Forward
Discuss ☐ File
BY FINAL DESIGN ENGINEER

Victor D. Wolfe
Location Engineer

GCW:jp
Enclos.
cc J.H. Versteeg
C.T. Keasey

A. Olson
2 Terpin T
S[illegible]
Sw[illegible]
R. Olson
Trout
P[illegible]
D[illegible]
Section
O[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
SEP 13 '74
REFER TO
Hunter
FOR
Info | Ans | RID | DIR | Sign | Act | File
X

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: September 12, 1974

In reply refer to: 10[illegible]

SUBJECT: Oregon Project I-80N-2(53)47
Fountain Slide Section
Proposed Corrective Action

FROM : [illegible]. L. Green, Division Engineer

TO : Mr. [illegible]. [illegible]. [illegible], Administrator & State Highway Engineer
Salem, Oregon

The information submitted with Mr. Terpin's August 27 letter covering your proposed treatment of the subject slide has been reviewed. A field review was also made on September 6 by Messrs. [illegible] Johnson, Don Adams, and Dan [illegible] of the OSHD and [illegible], [illegible], and [illegible] Bryant of the FHWA.

Yc

From the information submitted and the field review, [illegible] restoration of the roadway through the slide area [illegible] to improve traffic operations. Although no [illegible] accident [illegible] operational experience has been [illegible], the [illegible] distortions in the roadbed, the functional inadequacies of the [illegible], and the [illegible] profile distortion all [illegible] some corrective work. Also, the experience with slide movement since the major corrective work in 1972 indicates that a properly designed restoration could not be expected to be totally [illegible] although some minor continuing slide movement and road distortion should be expected.

In our opinion the [illegible] of the [illegible] August 27 letter [illegible] [illegible] objective. The following revisions are suggested:

1. Reduce the [illegible] particularly from Sta. [illegible] to Sta. [illegible]. ?
2. Revise [illegible] requirements. [illegible] vertical curve [illegible] should be [illegible]. 70 mph for consistence
3. Review pavement [illegible]. Additional [illegible] should be considered. OK
4. [illegible] rather than [illegible]. OK

Versteeg
See notes

R[illegible]

[illegible]

5. Substantially reduce the scale of the traffic warning sign system avoiding the major overhead structures.

ok
If side
mounts or cheaper

The proposed earth movement monitoring system is acceptable, subject to your submission of general supporting information in accordance with PPM 21-6.3.

for G. L. Green

CC:
Region (10ED.1)

80N N

Salem, Oregon

September 11, 1974

Victor D. Wolfe, Location Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Fountain Slide Section
Columbia River Highway
Hood River County

The subject project is carried on the current construction schedule with bid opening scheduled for December 19, 1974.

In order to prepare plans for the pavement restoration we require cross-sections that show the existing pavement condition. We have location data as it existed in June, 1972. There has undoubtedly been additional movement since then and the plans based on the old data need to be revised.

Will you please furnish this information to us.

✓

FET:we
cc: C. T. Keasey
E. L. Hardt
E. L. Johnson
Fred Eriksen

80N

August 27, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Fountain Slide Section
Columbia River Highway
Hood River County

Attached are documents of the State's proposed treatment of the subject section.

Basically the State proposes to contract the reconstruction of the distorted section of highway, purchase monitoring equipment to be installed by the contractor and construct a traffic warning system to warn the travelling public and State personnel should earth movement occur.

The estimate for the reconstruction of the roadway is $1,193,000. Enclosed is a set of plans indicating the kind of work to be done. These plans were drawn for a project that was to have been contracted in 1973. Before the bids were opened it was discovered that the Fountain Slide was more extensive than had been thought and needed more exploration before a proper course of action could be determined.

A review of the alternative treatments, unloading the slide, realignment of the highway southerly of the slide, realignment of the highway and railroad into the Columbia River, revealed that none seemed to be acceptable because of excessive cost and also because the massive extent of the slide rendered any proposed corrective treatment uncertain. Therefore, restoring the roadway and installing the warning system was the chosen plan.

Since that time additional pavement distortion has taken place and while the actual quantities will be somewhat different the overall plan and the procedures for handling traffic will be similar.

Also enclosed is the description and an estimate of the earth movement monitoring system which is to be purchased by the State and furnished to the contractor for installation. The estimate is $35,600 for the equipment plus expenses for the installation inspection.

Also attached is the plan and estimate for the sign warning system. The estimate for the system is $264,800.

The total estimate for the entire project is $1,500,000.

Will you please review the proposal for the restoration of the roadway and the provisions for the traffic warning system and grant approval to proceed with the project.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By

Frank E. Terpin
Final Design Engineer

FET:we
Attachments
bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
E. L. Hardt
Gary A. Potter
Ed Johnson
Fred Eriksen

[illegible]

June 20, 1974
Ref. No. COM/224/74

[illegible] Oregon
[illegible] of Highways
[illegible]
[illegible] N.E.
[illegible], Oregon 97310

[illegible]: [illegible] Johnson

[illegible]: [illegible]/[illegible] Warning System, Model SWS-301,
for [illegible]

[illegible]: a) [illegible] Technical Representative,
Mr. [illegible]

b) Proposal COM/190/74, dated June 1, 1974

[illegible].

[illegible] your discussion with Mr. [illegible], the answers to [illegible] follow:

[illegible] provided [illegible] to have [illegible]

[illegible]

E. S HUNT

RECEIVED
[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3. System Model Number:

This system is defined by Model Number SWS-301-16.

We sincerely appreciate your continued interest in our product. If we can be of any further service, please do not hesitate to contact us or our representative, Mr. Mal Hickey.

Very truly yours,

TERRA TECHNOLOGY, CORP.

Charles O. Meyer
Director of Marketing

[illegible]
cc: Mal Hickey
[illegible] Engineering
[illegible] - 103rd N.E.
Bellevue, Washington 98004

206-454-0400

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 14, 1974

TO C. T. Keasey
Construction Engineer
CONSTRUCTION SECTION

Attention:
Ed Johnson
Special Studies & Cost Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Variable Message Signing System
Fountain Slide Area
I-80N

NOTED
E. S. HUNTER

Enclosed is a proposal for a variable message signing system for the Fountain Slide area on I-80N. Included in the proposal is a detailed cost estimate, assuming that the signing system would be installed under contract.

We have also reviewed the proposal by Terra Technology for a settlement/upheaval warning system. Their proposed electric mercury differential manometer settlement sensor system appears to be suitable for our needs.

It would, however, be highly desirable to have some method of measuring two different levels of earth movement. This might be done either by preselecting two different values for each sensor or by setting some sensors for different values than others.

6-20-74
Ed Johnson
Ole write up
a project proposal
for presentation to the
Feds. ESH.

TL:kw
Enclosure

RECEIVED
JUN 19 1974
OFFICE OF
ASSISTANT STATE H

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
June 1974

PROPOSAL FOR VARIABLE MESSAGE SIGNS
Fountain Slide Area
I-80N

Under the assumption that an electric mercury differential manometer settlement sensor system will be installed in the Fountain Slide area, a variable message signing system is proposed. The variable message signs would be actuated by the settlement sensors. It is proposed that the sensors be preset to actuate the signs at two different levels of settlement. One setting would be for a minor earth movement, and the second setting would be for a major earth movement. This could be done either by setting some sensors at different values than others or by setting each sensor for two different values.

The first sign in this series would be a ground-mounted "SLIDE AREA" sign with a "1/2 MILE" rider. A 60" x 60" sign would be mounted on the right and a 48" x 48" sign mounted in the median. Each sign would have two alternating yellow flashing beacons. One thousand feet past these signs would be a cantilever sign with the legend "SLIDE AREA / 1/4 MILE / (variable message)". This sign would be approximately 18' x 9' and would have two alternating flashing yellow beacons mounted overhead. Under normal conditions the variable message would be blank. If a minor earth movement occurred, the variable message should be "ROUGH ROAD". For a major earth movement, it would read "REDUCE SPEED". In case of construction or major maintenance work, it would be manually activated to read "CONSTRUCTION AHEAD".

The third sign in the series would be an 18' x 7' overhead sign mounted on a sign bridge. It would read "SLIDE AREA/(variable messeage)". It would include two overhead alternating flashing yellow beacons. For a minor earth movement, the variable message would be "SLOW". For a major earth movement, it would read "PROCEED WITH CAUTION". In case of construction, it could be manually activated to read "BE PREPARED TO STOP". Also located on the sign bridge would be two Varicom-type signs to be activated in the field, one on each side of the "SLIDE AREA" sign. These signs would be black on yellow advisory speed signs. Under normal conditions they would have a blank face. When the settlement sensors indicate that a significant earth movement has occurred, maintenance crews would make test drives through the area and set these advisory speed signs accordingly. This sign bridge would be located about 1,000 feet past the cantilever sign and about 600 feet ahead of the beginning of the slide area.

At the end of the slide area, a 48" x 48" "END SLIDE AREA" sign would be installed. This would be a ground-mounted sign.

All of the above signs except the "END SLIDE AREA" sign would be non-reflectorized and would have a black legend on a yellow background. Illumination and the alternating flashing beacons would be actuated by both a minor earth movement and a major earth movement and could be manually activated for construction or major maintenance work.

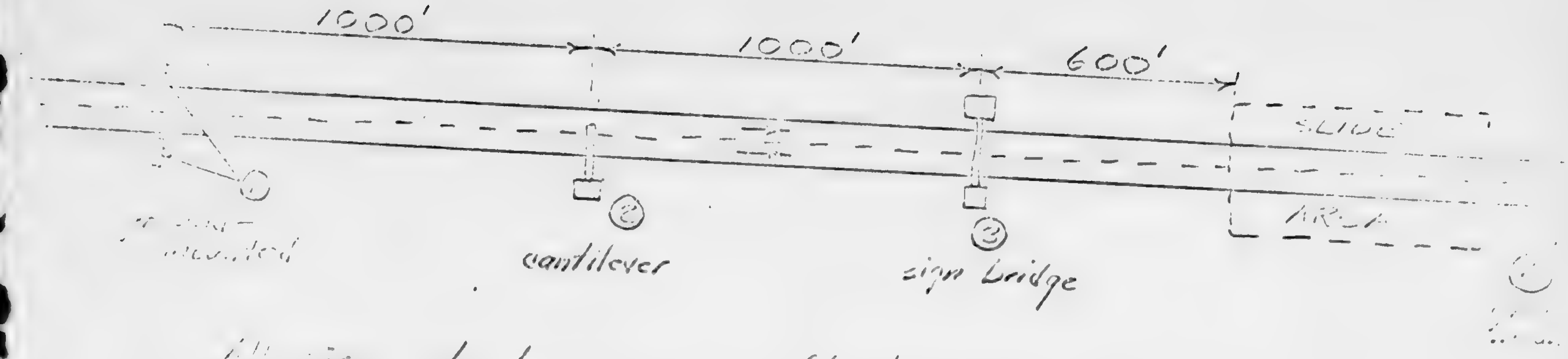
The estimated costs are $2,000 for the ground-mounted signs for each direction of travel, $45,000 for each cantilever sign, and $70,000 for each sign bridge. This results in a total estimated project cost of $265,000 for signing both directions of travel.

TL:kw

PROPOSED SIGNING SYSTEM

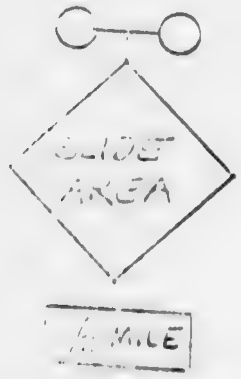
Fountain Slide Area

I-80N

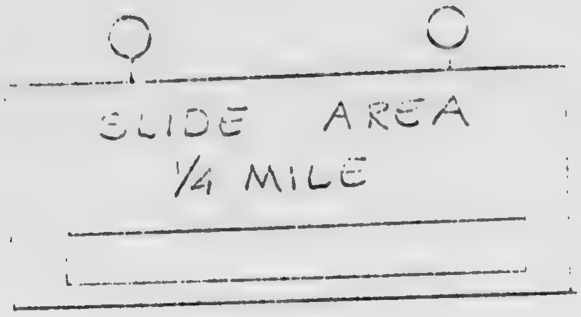


All signs to be non-reflectorized (except ④), [illegible] yellow. Illumination and alternating flashing yellow beacons to be actuated by conditions I and II.

condition I. minor earth movement
II. major earth movement
III. construction or major maintenance
IV. normal

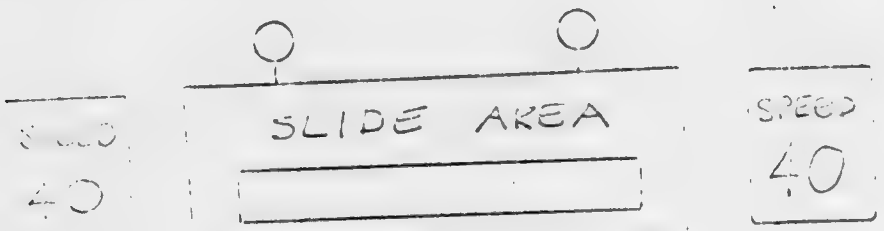


ground-mounted, illuminated, non-reflectorized
with dimmer switch for flashers
60" x 60" on right
48" x 48" in median



sign ②

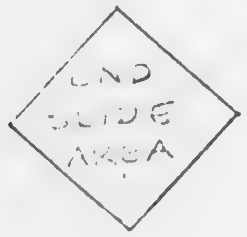
cantilever, illuminated,
non-reflectorized
18' x 9' 12"C legend
Variable Messages:
I. ROUGH ROAD
II. REDUCE SPEED
III. CONSTRUCTION AHEAD
IV. blank



sign ③

[illegible]-type signs:
advisory speed signs
(black on yellow) to
be activated manually.

sign bridge, illuminated,
non-reflectorized
18' x 7' 12"C legend
Variable Messages:
I. SLOW
II. PROCEED WITH CAUTION
III. BE PREPARED TO STOP
IV. blank



sign ④

ground-mounted, reflectorized
48" x 48"

Variable Message Signing System
[illegible] Slide Area

[illegible] mounted signs

[illegible] #150			#450
[illegible] 2 @ #500			1000
[illegible]nation 2 @ #200			400
			#1800

[illegible] sign

[illegible] 11 yd^3 @ #400			#4,400
[illegible] 8,000 lb @ #2$^{\underline{20}}$			17,600
[illegible] message sign	mat'l	#15,000	
	labor & equip.	2,000	
	misc. & cont.	200	
	profit	[illegible]650	
			19,850
			700
[illegible]tion 3 fixtures @ #800			2,400
			$44,950

[illegible]

[illegible] 10.5 yd^3 @ #400			#4,200
[illegible] 11,000 lb. @ #2$^{\underline{20}}$			24,200
[illegible] message sign	mat'l	#15,000	
	labor & equip.	[illegible]	
	misc. & cont.	[illegible]	
	profit	[illegible]	
			19,850
[illegible] signs 2 @ #7,000	mat'l	#14,000	
	labor & equip.	[illegible]	
	misc. & cont.	[illegible]00	
	profit	[illegible]	
			17,100
[illegible] illumination			3,500
			#68,850
			[illegible]

terra technology

Routing
Kersey RECEIVED Glenn
JUN 3 1974
Harwood
Johnsen CONSTRUCTION
Walker SECTION

June 1, 1974
Ref. No. COM/190/74

NOTED
E. S. HUNTER

RECEIVED
JUN 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

State of Oregon
Department of Highways
Executive House
325 - 13th Street N.E.
Salem, Oregon 97310

Attention: Mr. Ed Johnson

Subject: Settlement/Upheaval Warning System, Model SWS-301, for Fountain Slide Area

Reference: Meeting and Site Inspection, May 14, 1974

Gentlemen:

Terra Technology has carefully reviewed the problem of settlement and upheaval warning of the Fountain Slide Areas and is pleased to offer this proposed solution. We believe our proposed system, described below, offers the optimum combination of accuracy, reliability, long term stability, low cost and simplicity of installation. Based upon our review of the problem and possible alternative solutions, we feel our selected approach is clearly superior to other alternatives considered. As an attachment to this letter, we are enclosing a copy of our forthcoming TECH NOTES on Settlement/Upheaval measurement which discusses in detail a variety of possible measurement methods. A review of this paper will acquaint you with the advantages and disadvantages of each method and provide background information which guided us in choosing our system approach.

SWS-301 System Description

The system is composed of two basic components: 1) SE-6010 Electric Mercury Differential Manometer Settlement Sensors, and 2) The signal conditioning/analyzer console. Operation of the system is as follows: The SE-6010 sensors (15) are installed at the measurement points of interest beneath the highway roadbed. A reservoir for each sensor is placed on stable reference ground as near as possible to the sensors. Any changes in vertical height are converted to electrical signals and transmitted to the console located in the instrument house. When the electrical signal from any sensor exceeds a pre-selected value, the console triggers an output to the light warning system installed at the entrances (east and west) to the slide area and also signals the remote radio transmitter to broadcast the alarm to its receiving station (e.g., nearest state patrol office). As an optional feature, we can also offer a continuous analog recorder, so that settlement data can be plotted and visually analyzed for trend behavior and correlated between individual sensors or sensor groups. Console controls, outputs and displays include the following:

1. Individual Alarm Output Selection:

   The alarm output function can be selected for any individual sensor location or all sensor locations. For example, if the upheaval/settlement at a particular location is chosen as the alarm indicator, and it is desired to merely monitor other locations, that individual sensor can be chosen as the alarm trigger. Alternatively, the selection switch can be set so that when any sensor exceeds its preset value, the alarm will be trigged.

2. Individual Alarm Indication:

   Whenever any sensor exceeds its preset level, a light corresponding to that sensor will come on and stay on until reset.

3. Individual Zero Adjust:

   Each channel (sensor) has a zero adjust so that movement reference points can reset from time to time as desired.

4. Individual Threshold Setting:

   Each channel has its own threshold level setting so that desired amounts of settlement/upheaval for each sensor will trigger the alarm (minimum trigger level = ± 2 inches).

5. Individual Disable Switches:

   Allows removing any channel from alarm triggering in the event of failure of if it is desired to have it a "monitor only" channel.

6. Outputs:

   Two output functions are provided, one to signal the transmitter and the other to provide a signal to energize the warning light system.

7. LED Panel Meter:

   Displays settlement/upheaval in inches for each channel when the selection switch is put in the proper position.

8. Recorder Output (Optional):

   This optional feature can be incorporated to allow analog recording of all channels of data.

System Operation

The system is based on mercury manometer type of settlement sensors with electronic readout. The sensor electrical signals are transmitted to the readout station, where they are filtered, scaled, buffered and compared to a reference signal. When the electrical signal due to settlement (or heave) exceeds a preset value, a non-latching relay (normally open) is actuated signaling the transmitter and closing the alarm circuit (external alarm and transmitter to be provided by the Highway Department). Whenever the preset value has been exceeded, a light on the control panel powered from a solid state latching circuit will also come on. This light will stay on until it has been manually reset. This light is provided to indicate that a level of settlement (or heave) has been exceeded at some time since the last inspection, even though the condition at the time of inspection may not exceed preset limits. Each comparator is manually adjustable to allow setting the alarm level at the desired value. The system has a built in 2 second time delay so the spurious signals (electrical noise, ambient vibrations, etc.) do not prematurely trigger the alarm. The console contains a single regulated power supply to operate from standard 115 VAC 60 ~ power and energizes all electrical devices. A digital panel meter (DPM) is also provided to allow monitoring (through a selector switch) any chosen channel. Each channel is independent, i.e., failure of one sensor or its associated electronics, etc., will not cause failure of other channels. Each channel has a low impedance output point which can be fed to an analog recorder (optional). We recommend that all channels be plotted continuously so that movement trend data can be recorded and analyzed.

Installation (Refer to enclosed drawings)

Installation of the system is simple, cost effective and straight forward. A trench is dug where the sensors are to be installed, the sensors laid in place, packed with sand, compacted with fill and a strip of roadbed laid over the trenched area. Because the installation is simple and requires no boring, etc., a minimum of equipment and traffic interruptions are required. Each location for sensors, reservoirs and the instrument house is described below:

Location No. 1:

This location corresponds to SM-18. Four sensors, 2 each in the westbound and eastbound lanes, are placed under the roadbed. The mercury/electrical cable lines are trenched to the reservoir location, which is a transfer station. It is located approximately 300' west of SM-18. Due to height limitations on sensor/reservoir separation, this one installation requires a transfer station, since this location is not considered stable. An additional sensor is placed at the transfer point and referenced to a reservoir on stable ground, located across the ravine approximately 150' west of the transfer station. The transfer sensor's signals are summed with the signal from the four sensors at SM-18 to compute settlement/upheaval. A sealed and locked junction box is placed at the transfer station and the stable reservoir. Standard underground cable is then trenched from the stable reservoir to the terminal house where the console is located.

Location No. 2:

This location is approximately 50 feet east of SM-14, with one sensor located in the eastbound lane and two sensors located westbound lane. The reservoir for these sensors is located in the terminal house, approximately 150 feet east of location No. 2.

Location No. 3:

The terminal house is located here, approximately 200 feet east of SM-14.

Location No. 4:

One sensor is placed in the eastbound and the westbound lanes. This location is approximately 25 feet west of SM-27. The reservoirs for these sensors are located at SM-33, approximately 100 feet east.

Location No. 5:

Reservoirs and junction boxes for locations 4 and 6 are located here and corresponds to the location of SM-33.

Location No. 6:

One sensor is placed in the eastbound and the westbound lanes, and corresponds to the location of SM-29. The reservoirs are located at No. 5, approximately 160 feet west.

Location No. 7:

This location is approximately 25 feet east of SM-53, with two sensors located in the westbound lanes. The reservoir location (No. 9) is approximately 375 feet east on the northside of the highway.

Location No. 8:

This location is approximately 250 feet east of SM-53, with two sensors located in the westbound lanes. The reservoir location (No. 9) is approximately 150 feet east.

Location No. 9:

This location is the reservoir/junction box location for sensors located at No. 7 or No. 8. It is located on the northside of the highway approximately 400 feet east of SM-53.

Each reservoir/junction facility will be within a lockable, sealed box, which can be buried or placed within a concrete box. The installation contractor will provide the concrete box, and provide the trenching and filling for cable. The contractor will also provide the standard underground cable (Terra Technology will specify acceptable types) and the trenching of same to the terminal house.

Our quotation for the system and installation supervision is as follows:

ITEM	QTY	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
1	16	SE-6010 Settlement sensors & reservoirs	$ 250.00	$ 4,000.00
2	4	Terminal facilities	$ 250.00	$ 1,000.00
3	Approx. 3800'	Electrical/Mercury cable & tubing	$ 0.90/ft	$ 3,420.00
4	1	Console & Display Panel	$19,750.00	$ 19,750.00
			Equipment total	$ 28,170.00
5	1	Optional Analog Recording display	$ 7,500.00	$ 7,500.00
			Total with option	$ 35,670.00

Our quotation is made FOB Seattle, Washington, and may be considered firm until August 1, 1974. Payment terms are net 30 days.

6	A/R	Installation Supervision	$ 250.00/day plus travel and per diem	A/R

We sincerely appreciate this opportunity to offer this proposal. Should you desire any additional information, please feel free to contact us at your convenience. We look forward to working with you on this project and providing a genuine service.

Very truly yours,

TERRA·TECHNOLOGY, CORP.

Charles O. Meyer
Director of Marketing

COM/bja
Enclosures: Settlement Pre-print
SE-6010 Data Sheet
Shop Drawings
Location Drawings

cc: Dan Gano-Oregon State Highway Dept.
9200 S.E. McLoughlin
Portland, Oregon

cc: Hickey Engineering
27 103rd N.E.
Bellevue, Wash. 98004
Mal Hickey
206-454-0460

terra technology

SETTLEMENT/UPHEAVAL

How do you measure it?

Today, many more large structures are being built on marginal land. The lack of good land, combined with the severe legal penalties for foundation movement, demand better control of settlement and upheaval. From the game of bridge we take an axiom that has particular meaning for the professional engineer: "One peek is worth three finesses." That is, if the engineer can tell exactly what is moving, and to what degree, he can prescribe and take the appropriate action before the problem becomes serious. The key to understanding, or taking a peek, is appropriate instrumentation coupled with laboratory analysis and good engineering.

The engineer today has a wide choice of instruments for measuring settlement--all purported to be "reliable" and "just perfect" for his job. The problem is to choose the right instrument, and to do so he must first know precisely *what* to measure. Then he must weigh the choices in terms of appropriateness, accuracy, inherent weaknesses, and real cost. For example, extensometer settlement devices assume a stable substratum. If reaching a stable substratum is, in fact, not feasible, then extensometer measurements are a poor choice for the project. In this Tech Note, we highlight some of these points and discuss the advantages/disadvantages of several settlement measuring systems.

SETTLEMENT

In engineering, any change in ground elevation (or a particular substratum) is referred to as settlement. The convention is: Positive settlement is "down" and negative settlement (upheaval) is "up". There are only two basic ways to measure settlement: 1) Absolute;using a gravimeter, a device for measuring the value of gravity, or, 2) Relative;making a relative-to-some-other-point-of-ground measurement. Because gravimeters of the required accuracy are prohibitively expensive, most of us are left with method #2, relative measurement.

MEASURING RELATIVE SETTLEMENT

In this technique, we measure the settlement of the point in question relative to some other point. Typical methods of tying one point to another include the following: 1) Optical leveling; 2) Extensometer/survey chain; 3) Differential manometer; 4) Settlement profilers

The usual engineering compromises characterize each generic type, hence no one instrument is best for all jobs.

Optical Leveling

This is the tried and true method most often used in construction work. Unfortunately, in practice this system tends to be significantly more expensive and less accurate than one may anticipate. This is best shown by describing the technique and equipment.

The equipment is simple and inexpensive. It consists of a metal bench plate, a square (or circular) piece of sheet steel of 1 to 2 feet in diameter, to which is welded a long pipe with a threaded end. A number of these markers are buried and the top of each is optically leveled relative to some remote point. As the surcharge is brought up to the level of the pipe end, a new section is added and the new pipe end is again optically leveled.

The main sources of errors in this technique are survey "goof-ups". A crack survey team can maintain leveling accuracies of 0.001 feet even if the bench mark reference datum is one half a mile away, provided that the survey can be made in just a few shots. However, if buildings, trees, or hills are in the way, either more shots are required or a closer datum is used and accuracy is sacrificed.

The main disadvantages of optical leveling are that the required measurement points are not always accessible (e.g. under storage tanks) and that the *total cost* of the settlement data is high. Remember, the bench plates are only a part of the cost. One must consider the time and extra labor needed to hand-fill around the pipes. Also, because heavy machinery may dislodge or destroy the piping (in practice this is more a certainty than a possibility) the marker areas must be roped off. For each measurement you must clear machines from the line of sight, and this again adds to the total cost. Crack survey teams are always expensive.

In summary, optical leveling *appears* inexpensive and highly accurate. However, in most situations the total cost of ownership is significantly *higher* than with any other settlement measuring method. Accuracy may, in fact, be poor if the survey team is less than expert or if obstructions require complicated lines and hand calculations.

Extensometers/Survey Chain

This technique has been used for many years with modest to excellent results depending on the installation and choice of equipment. (Figure 1 depicts an extensometer arrangement to measure settlement of several layers.) The basic principle is straightforward. Assume a stable substratum of soil or rock exists at the bottom of a borehole. Then use an extensometer or a survey chain to measure the distance from the top of the hole to the bottom. Because the bottom is assumed stationary, any change in this distance represents settlement.

The major problem with this technique is the *assumption* --- that the bottom of the borehole is stable. In many areas, even if a stable substratum exists, the borehole required to reach the stable area would be very deep, hence very expensive. Also, because the borehole bottom is always the reference point, this system cannot be horizontally translated to more and more stable ground. (This horizontal translation ability is an important advantage of the differential manometer settlement systems. Significant advantages can be realized by combining extensometers and differential manometer type systems.)

Even when this technique is appropriate, one still must be aware of the basic limitations of extensometers (discussed in another Tech Note). Some of the problems center around: 1) Tensile extension of twisted wire; 2) Low tensile strength of wire, resulting in nonelastic deformation; 3) Poor anchoring; 4) Inaccuracy due to retention spring nonlinearity; 5) Friction between wire and borehole; 6) Distortion of borehole may be mistakenly interpreted as settlement or upheaval (referred to as *apparent* settlement or upheaval); 7) Poor choice of measurement transducer

The last two problems need additional explanation. Assume that no settlement (plus or minus) is occuring. If horizontal layers of soil shift relative to each other, the boreholecasing will be distorted in the vertical plane,thereby increasing the total length through the tube. The extensometer would thus increase in length, indicating an *apparent* upheaval.

Improper choice of transducer can prove to be the worst problem with extensometer systems. Simple mechanical readouts (tapes, micrometer, etc.) work well if the borehole top is accessible. They are simple, reliable and inexpensive. If the borehole top is not accessible, a remote indicating device is needed.

There are really only two choices of electrical transducer for remote use, resistive and inductive. Resistive transducers include potentiometers and strain gages; the inductive type is limited to linear variable differential transformers (LVDT). If the measurement point is dry and above the water table, the resistive transducers are satisfactory. The nonlinear flexure strain gauge type is better than potentiometric transducers for environmental immunity, but its accuracy suffers because of its nonlinearity. (Some flexure strain gauge instruments are designed to give fair linearity, but they are still inaccurate compared to other approaches.) The ideal solution would appear to be a continuous rotary potentiometer. However, resistive potentiometers all have sliding contacts which deteriorate with age and use and must be kept perfectly dry. Unfortunately, there is no good way to hermetically seal a rotary shaft. These same shortcomings apply to a linear movement potentiometer, and the problems of sealing a linear moving shaft are at least as difficult. The best transducer for wet or potentially wet installations is the LVDT. It is truly sealed and does not deteriorate with age, use, or environmental exposure.

An interesting variation of the survey chain technique is the Terra Technology *Magna-Probe*. Magnetic rings are riveted to the borehole casing (aluminum or plastic) during installation. The *Magna-Probe* is passed through the casing and accurately detects the position of the magnetic ring. Using a survey chain, an accurate measurement can be made of substrata movements. The *Magna-Probe* can be attached to a *Terra-Probe* or *Mini-Probe*, permitting the user to get *both* settlement and profile data with one pass. This method is one of the most cost effective approaches when both types of data are desired.

terra technology

Differential Manometer

This technique has been used in simpler forms for many years. It is still one of the best choices for making point settlement measurements. The basic principle behind this technique is illustrated by a single vertical tube filled with a fluid. The pressure at the bottom of the tube is the weight of the fluid column divided by the area at the bottom of the tube (the hydrostatic head). Hence, if the tube is full of water and is 15 feet high, the pressure at the bottom of the tube is 15 feet of water or 6.66 psi. You can use a larger diameter tube and add more water, but if the water level is 15 feet above the bottom of the tube, the pressure at the bottom is still 6.66 psi. The usefulness of the device stems from the fact that *only* the vertical height is important.

To turn this simple principle into a useful field instrument, we attach a pressure transducer at the bottom of the tube and a reservoir at the top. Appropriately filled and connected, the instrument is ready for installation. By permanently fixing the reservoir to a stable point of ground, the sensor can be placed remotely at the point to be measured. Any relative movement (up or down) between the sensor and reservoir is reflected as a change in hydrostatic head pressure which is directly read in inches.

As long as the reservoir can be referenced to a point of stability, this system works well. The potential shortcomings lie with the actual instrument design itself, and can be avoided by applying good engineering judgement. We list the important design factors: 1) The fluid used to develop hydrostatic head should be as dense as possible for maximum sensitivity and accuracy. 2) The fluid and the reservoir design must be chosen to minimize thermal expansion, and thereby reduce apparent settlement changes. 3) The pressure transducer must have small volumetric change to prevent fluid oscillations and column height changes. 4) All materials used must be compatible with the fluid chosen.

Water and water-antifreeze mixtures are poor choices because of their relatively low density, the necessity for using de-aerated water, and their relatively high thermal expansion coefficient (especially if there is any gas trapped in the water). Mercury is a far better choice, if other design factors noted above (especially no. 4) are carefully considered.

Since the density of mercury is 13.5 times that of water, the pressure generated at the sensor will be 13.5 times that of water for the same settlement change. For the same sensitivity of pressure transducer, the mercury instrument will be 13.5 times more accurate than water-based systems. Interestingly enough, mercury also has a lower thermal coefficient than water, does not freeze under normal environmental conditions, and is easy to de-aerate. Water systems, by comparison, are very difficult to de-aerate because of the low vapor pressure of water, and are therefore very troublesome to manufacture correctly.

If the mercury-filled instrument is properly designed and built, it is excellent for continuous and near-continuous point settlement measurements. Terra Technology offers two types of mercury/differential manometer settlement systems, electric and pneumatic. The electric series (*SE-6040*) incorporates a specially designed pressure transducer to read the hydrostatic head. This system is particularly adapted to automatic reading, long lines, very large settlement, or combinations thereof. The reservoir can be mounted up to 1000 feet away. The pneumatic series ([illegible]) incorporates Terra Technology's unique precision metal-bellows pressure transducer. This system costs less, and is the better choice if total settlement is less than 10 feet and the reservoir can be mounted within 600 feet of the settlement point.

Settlement Profilers

There are two basic types of settlement profilers: horizontal inclinometers and differential manometer torpedoes. The horizontal inclinometer is probably the [illegible] instrument for measuring settlement profiles. This system uses an inclinometer [illegible] with a fixed wheelbase (for example, 2 feet, as in our Terra Probe). A grooved casing is installed along the desired settlement profile line. Periodically, the horizontal inclinometer is passed through the borehole in increments exactly the length of its wheelbase. The vertical displacement is accurately measured at each increment and results in a cummulative profile. If you are familiar with the standard inclinometer techniques used in measuring vertical slope stability, this method works the same way, except in a horizontal plane.

The system uses the same principle as inertial navigation. A starting point (the end of the borehole) is known, and the exact tilt is measured and automatically converted into a displacement (up or down) over the wheelbase. The displacement is automatically added to the starting point.

If the borehole is open on both ends, a line is used to pull the torpedo through. The only complexity is if one end is blind. In this case, a separate return tube is installed alongside the grooved casing and a pulley is housed at the blind end so that the line can be pulled back through the return tube.

The horizontal inclinometer can be exceptionally accurate, if the proper tilt sensor is used in the probe. Inclinometers, whether horizontal or vertical, use accelerometers as the tilt sensors. Two general classes of accelerometers are available: open-loop and servoed (sometimes referred to as force balance). The inclinometers using open-loop accelerometers are generally less expensive, less accurate and more susceptible to handling damage. For the latter two reasons, [illegible] manufacturers today use servo accelerometers in inclinometers. The best [illegible] designs typically use servo accelerometers with flexure suspension and fluid damping. These features produce the most rugged sensors for civil engineering applications (pivot and jewel suspensions, quartz suspensions, etc., have been fully proven to be less acceptable because of breakage problems). For example, the horizontal Terra Probe has a specially designed flexure suspension, fluid damped accelerometer which is widely used for field applications. One of the major advantages of servo accelerometers is their extremely *low cross-axis sensitivity* which is especially important in horizontal inclinometers. If casing twist is present, the rotational orientation of the inclinometer will change [illegible]. A low cross-axis sensitivity in the

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 3, 1974

FILE:

SUBJECT: Fountain Landslide Warning System

FROM: Ed

Edgar L. Johnsen
Special Studies & Cost Engineer

TO:

C. T. Keasey
Construction Engineer

Devices suitable for measuring vertical movement were recently discussed with Vic Wolfe and Bill Tebeau. These instruments would act as a trigger to light traffic warning signs on either side of the Fountain Landslide and could alert the Section Foreman at Cascade Locks that movement had taken place.

E. S. Hunter was advised of this possible safety system. He requested a design and an estimate of the installation, which I will assemble with the help of the Traffic Section and Region I. The package should be put together no later than mid-June.

ELJ:fr

cc: E. S. Hunter
Vic Wolfe
Bud George
Ed Hardt
Dan Gano

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ASSISTANT STATE HIGHWAY ENGINEER

sensor means that this casing twist will cause no detectable error in the measurements.

Another profile measuring technique is to use a differential manometer torpedo drawn through a casing in the same manner as the inclinometer. The major advantage of this system is that total settlement between the end datum level and the torpedo is always measured, and cummulative readings are not necessary. Like the inclinometer, it is also virtually insensitive to rotation in the casing.

Compared to the inclinometer technique, however, there are some serious drawbacks to this approach. First, the apparatus is far more complex and cumbersome. This is true regardless of whether the readout is pneumatic, hydraulic or electrical, though electrical is simpler than either pneumatic or hydraulic. Second, reading time tends to be considerably longer. Again, electrical readout is better. Third, the fluid medium in the manometer line oscillates during torpedo movement. Because the fluid-tubing interface is nearly frictionless, oscillation continues after the torpedo is stopped and severely limits the accuracy of measurements. Again, electrical readout is superior to pneumatic, because a trained observer can visually integrate the output with some degree of success. Even under the best of circumstances, the overall accuracy of the differential manometer torpedo is not as good as the horizontal inclinometer's. With the latter, an accuracy of 0.1 inches over a 500 foot borehole is reasonable.

The proper choice of settlement measuring systems is not always obvious. The engineer is frequently called upon to make his choice even though all of the variables are not defined. Terra Technology, Corp. offers a complete line of settlement equipment and maintains a staff of qualified engineers who will be pleased to help in any way. We encourage you to contact us about your settlement measuring applications or other soils instrumentation requirements.

F. M. Fox & Assoc. Inc.
CONSULTING ENGINEERS & GEOLOGISTS
SOIL, FOUNDATION & GEOLOGICAL INVESTIGATIONS

MAIN OFFICE:
4765 INDEPENDENCE ST. • WHEAT RIDGE (DENVER), COLORADO 80033 • TEL. (303) 424-5578

BRANCH OFFICE:
4443 N. E. FREMONT ST. • PORTLAND, OREGON 97213 • TEL. (503) 287-0978

April 10, 1974

Mr. Edgar L. Johnsen
Oregon Department of Transportation
Highway Division
325 13th Street, Suite 504
Salem, Oregon 97310

NOTED
E. S. HUNTE

Dear Mr. Johnsen:

Mr. Sennett and I appreciated the opportunity of meeting with you last Tuesday afternoon to discuss the "Fountain Slide".

We would like to again stress the services F. M. Fox & Associates, Inc. can offer to the Highway Division in the field of instrumentation consulting. We are available to review existing or systems that have been proposed by the several manufacturers, or assist the Highway Division in planning a comprehensive instrumentation program for the "Fountain Slide" or any other similar projects that may be under consideration.

If you have any questions please do not hesitate to contact me here in Denver or Mr. Sennett in our Portland office.

F. M. FOX & ASSOCIATES, INC.

W. H. Thornley Jr.

W. H. Thornley, Jr.
Manager Construction Services

WHT:mr

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SLOPE INDICATOR CO.

3668 ALBION PLACE N., SEATTLE, WASH. 98103
PHONE: 206 633-3073 CABLE: SINCO SEATTLE

September 14, 1973

OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

ATTENTION: Mr. Edgar L. Johnsen
Special Studies and
Chief Cost Engineer

Dear Ed:

Between trips to the field and a very hectic schedule, we have been letting this project slide. I will be trying to set this up for a November meeting. Hopefully, all will be back to normal.

Let me know if this will conflict with any of your schedules.

I spent a day with Dan at the fountain slide and have now begun the final proposal for monitoring this project. Besides awaiting an opportunity to arrange the site reconnaissance, I was waiting for a modified data acquisition system. Hope to have the proposal with estimates available by the end of September. Will keep you posted.

Best personal regards,

SLOPE INDICATOR COMPANY

Tom

Thomas G. Bumala
Vice President/Marketing

SEP 17 1973
Glenn
Berg

TGB/cgh

[illegible] E. S. Hunter
V. C. Wolfe
H. Versteeg

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FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

July 2, 1973

SUBJECT: Highway Project Analysis
Fountain Slide Area
I-80N

To: Mr. E. S. Hunter
Assistant State Highway Engineer

Some time back, in the discussion of corrective measures for Fountain Slide, you requested that we evaluate the "do nothing" approach to Fountain Slide, i.e., keep it where it is but maintain it to 70-mile-an-hour standards with a possible inclusion of a surveillance system.

There is attached a report from Putnam indicating maintenance costs on the "do nothing" procedure and a cost analysis based on reconstruction in the pool as against continual maintenance. I might remind you that Ed Johnson estimates that before we get through trying to cure the slide with the highway in its present location easterly of the weigh station, we may be approaching the cost figure of relocation in the pool.

You will note on the second page of Tebeau's report that the highway costs to the Oregon motorist, based on 8% of the construction cost, is only $53,000 as against $233,000 for Alternate 5 or $477,000 for Alternate 5A. If you include the Federal funds, then the construction in the pool does not compare favorably.

NOTED
E. S. HUNTER

It would seem to me that our analysis and recommendation should be based on cost and benefit to the Oregon road user over the long haul. I would wish to recommend that our endeavors be directed toward reconstruction of this section of I-80N in the pool, thus eliminating major maintenance and hazard not only to the highway user but to the railroad. In informal discussions with members of the FHWA I have had the feeling that they, too, would like to pursue reconstruction in the pool to clear this problem up once and for all.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

Attachments

VDW:mc

cc C. T. Keasey
Attention: Ed Johnson (w/att.)

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ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 27, 1973

TO Victor D. Wolfe
Location Engineer

FROM W. H. Tebeau Bill
Assistant Planning Engineer

SUBJECT
Highway Project Analysis
Fountain Slide Area
FAI-80N

REC VED
SECTION

Attached is the Highway Project Analysis covering several alternatives for improvement of I-80N in the Fountain Slide area. This analysis assumes amortization on the total construction cost regardless of funding source.

Alternate 4 - represents the rerouting of both the highway and the railroad away from the active slide zone by relocation along the shore line of the Columbia River. The estimated cost of $8.5 million includes construction of I-80N to full freeway standards and a railroad bed for Union Pacific Railroad to accommodate two mainline tracks (it is pointed out that this rail line is the main Union Pacific line between Portland and Pocatello). From the available information, it was assumed that this alternative would not be subject to the same problems as before, and only the usual maintenance associated with an abutting river grade line would be required. This alternative, of course, would eliminate the annual maintenance expenditure to the Union Pacific Railroad. It is our understanding that there could be problems in obtaining permission from the Corps of Engineers to encroach upon the Columbia River--it would be well to sound them out to determine if this alternative is possible from their standpoint.

Alternate 5 - represents the concept of retaining the present routing, per se, and provide heavy maintenance to maintain freeway standards. The estimated cost of $1.1 million (derived from information by the Regional Office) includes $850,000 for the initial grading and paving and $250,000 for relocating the scale site. Also derived were annual costs amounting to $50,000 for highway maintenance, $74,000 to cover the state's responsibility to the Union Pacific Railroad, and $100,000 for reconstruction of the highway every five years.

Alternate 5A - is essentially the same as Alternate 5 with added considerations: (1) cost of $220,000 for a surveillance system added to the initial construction cost for Alternate 5, (2) additional $50,000 annual cost for maintenance on the easterly portion of the slide (Alternate 5 did not include any work on this portion of the slide other than relocation of the scale site), (3) annual deposits of $193,000 to a sinking fund for major slide corrections at 10-year intervals for 30 years--the provision for major slide correction assumes, for each incident, $1,000,000 for the slide correction; $1,350,000 for costs of closing the highway and railroad for one month (it has been determined that this closure cost averages $45,000 per day which includes the cost of providing a detour via Bridge of the Gods at Cascade Locks for motoring traffic and the cost of providing a detour for the Union Pacific Railroad on the Northern Pacific line on the Washington side--in both cases the return to I-80N would occur in the vicinity of The Dalles (or Celilo in the case of the railroad); and $220,000 for a new surveillance system (with the assumption that there would be no salvage).

The following tabulation recaps the basic data used in the analysis:

	Alt. 4	Alt. 5	Alt. 5A
Length of section (miles)	1.60	1.56	1.56
Ave. Lt. Veh. speed through section (MPH)	66	66	66
Ave. Hwy. Tr. speed through section (MPH)	60	60	60
Estimated construction expenditure	$8,500,000	$1,100,000	$1,320,000
Annual maintenance cost (Hwy.)	$1,200	$50,000	$100,000
Annual maintenance cost (R.R.)	--	$74,000	$74,000
Annual cost for future construction of roadbed (incl. as maint.)	--	$100,000	$100,000
Annual cost for future repair of major slides in 10 yrs, 20 yrs, and 30 yrs. (incl. as maint.)	--	--	$193,000

Since the attached analysis is based upon the total cost for initial construction, we have projected the annual highway costs using only those funds that would be matched with the Interstate. Essentially, this would amount to approximately eight percent of the initial construction cost--the results are shown in the following tabulation.

ANNUAL HIGHWAY COSTS
(Excluding Interstate Funds)

	Alt. 4	Alt. 5	Alt. 5A
Capital Costs	$49,660	$ 6,700	$ 8,000
Maintenance Costs	1,200	224,000	467,000
Operation Costs	2,240	2,300	2,000
Total	$53,000	$ 233,000	$ 477,000

With the given information and liberal assumptions, we have attempted to rationalize the "normal" events associated with the problem of maintaining a usable and reasonably safe facility. There are, however, uncertainities involving massive slide areas that should be considered in making the final decision. Unpredictable events, such as, an abnormally high rainfall, unusual snowfall and freezing conditions, shifting of ground water, etc. could drastically alter the construction costs used in the analysis. It appears that the question is one of judgment as to the amount of consideration that should be given to these unpredictable events.

Considering the attached analysis which is based upon the amortization of total construction costs (disregarding mode of funding) and the assumptions made, Alternate 4 and 5A appear to be equally desirable. Note that Alternate 5 contains no allowance for possible problems on the easterly portion of the slide or any interim slide corrections--this, in effect, eliminates this alternate from the discussion. If the assumptions are valid, Alternate 5A may be the best choice; however, if not enough allowance was given, Alternate 4 would be the best choice in that the risk of a potential slide would be virtually eliminated. You will note that if the Interstate portion of the funding is not considered, Alternate 4 is favored.

If you have any questions concerning this analysis, please call.

WHT:ap
Attachment

Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
I 80 N
Fountain Slide Area

ITEM	ROUTE			
	Alt #4 Relocate into River	Alt #5 Improve Present Section	~~Revised~~ Alt #5A	
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 293,293	293,293	293,293	
b. Light Trucks...........	$ 35,294	35,294	35,294	
c. Heavy Trucks...........	$ 83,382	80,294	80,294	
d. Busses.................	$ 2,353	2,353	2,353	
1/ e. ~~Total~~ Additional Delay Costs.....	$ —	4,117	4,117	
Total	414,322	415,351	415,351	
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs..	$ 844,439	823,328	823,328	
b. Rise and Fall Costs....	$ —	—	—	
c. Alignment Costs........	$ —	—	—	
d. Traffic Stop Costs.....	$ —	—	—	
e. Accident Costs.........	$ —	—	—	
f. Total.................	$ 844,439	823,328	823,328	
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$)......	$ 1258,761	1238,679	1238,679	
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs..........	$ 617,100	79,860	95,832	
b. Maintenance Costs......	$ 1,200	224,000	467,000	
c. Operation Costs........	$ 2,240	2,300	2,300	
TOTAL ANNUAL HIGHWAY COSTS.	$ 620,540	306,160	565,132	
III. ANNUAL ROAD USER COSTS (I + II)	$ 1879,301	1544,839	1803,811	

1/ Delays caused by slides and slide maintenance but not requiring closure of highway.

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 24, 1973

To: V. D. Wolfe
Location Engineer
SALEM

SUBJECT: Maintenance Costs
Fountain Slide

REFERRED TO Hector By Location Engineer

J F Putnam

FROM: J. F. Putnam
Regional Engineer

As per your request, we have made a study of anticipated costs in the event of a "do nothing" attitude on the Fountain Slide. We have assumed that the "do nothing" procedure would be the reconstruction of the present roadway to a 70 MPH standard, that a major slippage would occur within the five year period, and that our maintenance costs would presumably remain about the same as they have been over the past four years.

Our maintenance costs have averaged approximately $50,000 per year since 1970, which includes the cost of providing temporary repairs caused by a major activity of the Slide similar to what occurred in 1971. If the west end of the Slide remains stable and the east end should start to heave, the $250,000 figure would remain about the same. If both ends should start to move, this cost would double. However, I do not anticipate any major movement on the west end of the Slide and would estimate that our costs will remain in the neighborhood of $10,000 per year for extra-ordinary maintenance costs for the westerly portion of the Slide and $40,000 for the easterly end.

We have estimated a cost of $843,000 to provide a 70 MPH standard for the freeway over the existing push-up and $500,000 to take care of any reconstruction on the easterly end in the event of a similar occurrence. In addition, a major grade change on the easterly end would require the relocation of the West Wyeth Scale Site at an estimated cost of $250,000.

In the event that a major movement should occur and it became necessary to detour traffic, the only feasible route would be by way of The Bridge of the Gods and the Hood River Toll Bridges. The cost for the public to utilize these bridges during reconstruction should also be taken into consideration. One of the experts from the Planning Section should be able to supply you with this information. I would anticipate that the closure could last as long as one month in the event the movement was massive.

RE[illegible]VED
SECTION
[illegible]

We recently paid the U.P.R.R. nearly $72,000 for extra-ordinary maintenance due to the Slide action and can see no change in this cost over a five year period.

The following is a summation of the anticipated and real costs over the five years from 1970 on.

1970 Reconstruction of Roadbed	$ 170,000
1970-1975 Maintenance (Includes one major movement)	250,000
1973 Reconstruction Roadbed	850,000
Future-Reconstruct Roadbed	500,000
Relocate Scale	250,000
U.P.R.R. Extra-ordinary Maintenance	370,000
TOTAL	$2,390,000

If more information is needed, please advise.

JFP:11

Enclosure

[illegible]

FORM C 30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon 97058
May 22, 1973

To: J. F. Putnam
Regional Engineer
Bend, Oregon 97701

SUBJECT: Maintenance Costs
Fountain Slide
1970 - 1973
M.P. 47.5

From: Richard S. Hawkins
District Engineer

Following are maintenance costs which we believe to be over and above what could be considered routine maintenance of a rather recently constructed four-lane highway. The costs are noted by the years incurred.

Years	Costs
1970	$ 9,700
1971	162,600
1972	8,500
1973	15,000

The 1970 costs were basically paving and some signing prior to the contract which was underway in 1970. The costs in 1971--which were quite major--included fill, paving, signing, lighting, and extensive drainage system starting at the cliffs above the slide area. In 1972 the costs were down; most of these were incurred in repaving and adjusting guardrail through the area. The 1973 estimate of $15,000 is presently planned to take care of the necessary paving to resmooth the area prior to the commencement of the summer vacation season.

As to costs which might be brought about by a total failure, this is rather difficult considering the wide range of possibilities. Assuming we were to experience another rapid heaving action such as we experienced in the winter of 1970 - 1971 which stopped after a raise of between three and eight feet from one side of the freeway to the other, an estimate of costs to maintain a reasonable roadway through the area under this condition would be somewhere between $150,000 and $175,000. Assuming there were a rather major dropout situation where the roadway would settle rather rapidly six feet or so through a 300-foot area, a movement such as this could be repaired by maintenance forces for approximately ~~$80,000 to~~ $90,000. If we were to assume the worst where a rapid movement of a major portion of the slide area where

SP*52475-734

upwards to 500,000 cubic yards of material would move laterally towards the river, this type of failure--of course--would be beyond the means of our maintenance forces' capacities and would have to be taken care of by a contractor.

It should be noted that under any of the above assumptions the costs to the motorists because of having to detour via Mt. Hood or Washington State Highways has not been taken into consideration.

If further data is required please advise.

RSH:cw

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1973

SUBJECT: Fountain Slide
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County

To: Victor D. Wolfe
Location Engineer

This is in reply to inquiry by Don Keyes for information to summarize the possible alternative actions to take at Fountain Slide.

Construction in 1952 caused the earliest movement of which we have record in this office. Two drain tunnels and several horizontal drain holes installed about 1954 probably helped to reduce movement to an intermittent creep by 1960. Freeway construction in 1965 "triggered" new movement which became serious in the winter of '68-'69, even after some unloading in 1966 and benching and rock inlay work in 1967. A general unloading of over 1-1/2 million cubic yards in 1970 has not stopped movement.

At the time the general unloading plan was developed, the FHWA described successful stabilization of two other similar slides by drain wells, and they were very disappointed that we had not developed such a plan for consideration along with the unloading scheme. When the unloading failed, they were adamant that investigation of drain wells must be done.

Eleven wells were drilled and tested. Only two produced more than 5 gallons per minute, and none produced more than 52 gallons per minute. They had no significant effect on lowering the water table. Moretrench dewatering company was invited to examine our data and make a recommendation and they sent a man to look over the job. Then they made an offer to make a study and preliminary plan for $6500. However, the FHWA Soils Engineer, Dave Gedney, would not recommend that we accept the offer after he talked to their man by telephone. We don't know why.

The potential to stabilize the slide by lowering the water table is as great as it ever was. Admittedly, our experience with the wells indicates that this will be difficult. Nevertheless, until we know more about why it can't be done, this idea is still an alternate plan of action to stabilize the slide, in my opinion.

Keyes

On the other hand, analysis and our experience now indicate that unloading is an uncertain procedure to stabilize the slide.

We cannot predict what the slide will do if nothing further is done to stabilize it. At worst, there is a quite remote possibility that there might be a sudden complete slip into the river. The particular condition that provides this potential is the large quantity of water flowing through the slide. What is more likely is that it will continue to move slowly and intermittently toward the river. It is quite possible that it may become stable and remain so for a number of years before sliding begins again.

The fill required to relocate the railroad and highway grade into the river will tend to stabilize the slide. How great this tendency is remains somewhat uncertain because there is only one measurement of depth of sliding near the river. It indicates a shallow depth of slip surface. Therefore, the stabilizing tendency is small unless weight by filling is added above that required for the grade. However, it would be reasonable to make a minimum grade fill and add more weight later if the slide should at some future time appear to threaten the river grade.

The biggest problem in the situation is to keep pressure on the FHWA to approve some kind of remedial construction. They really don't know precisely what to do to stabilize the slide any more than we do. And they are rapidly "painting themselves into a corner", having once said they will not fund any more unloading; then finding that drain wells as they conceived them won't work; and now approving more unloading. It appears to me that any further remedial construction should be proposed by an independent and prestigious consultant. This would help the FHWA to continue to fund the work until the slide is stabilized. Consider their embarrassment if the presently proposed work is completed and is also unsuccessful.

If I were personally responsible for the cost of construction, maintenance, and public inconvenience on account of the slide, I'd fill the grade to standard and maintain it.

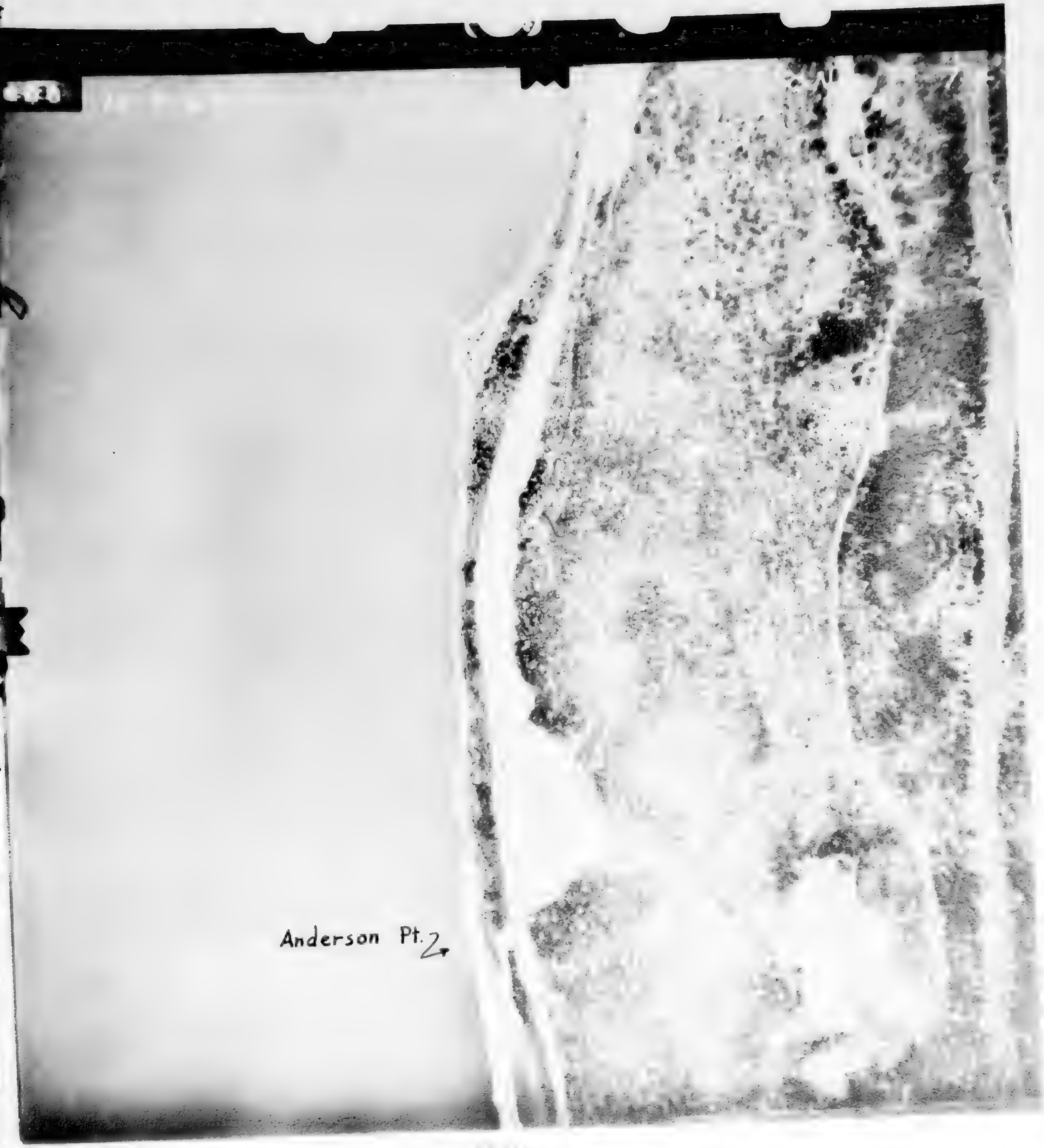
If I were personally committed to do some remedial construction to stabilize the slide, I'd still first spend at least a quarter million more to explore further the possibility of lowering the water table in the lower part of it.

If I were in the place of Executive Staff, and in the financing situation with the FHWA that we are, I'd hire Shannon and Wilson to propose remedial construction to make it easy for the FHWA to continue to fund the work until the slide is stabilized.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af
print to Don Keyes

Anderson Pt.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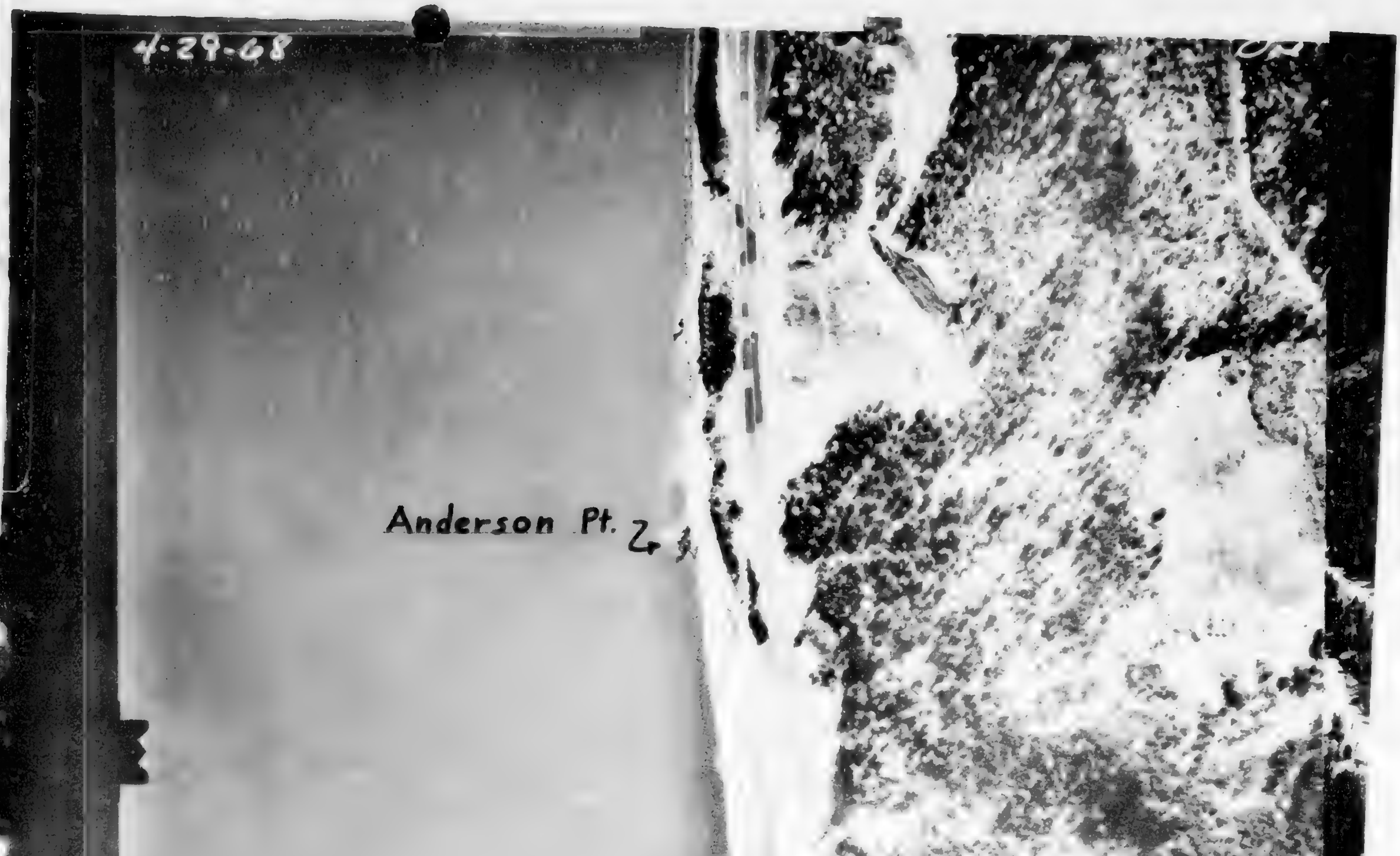

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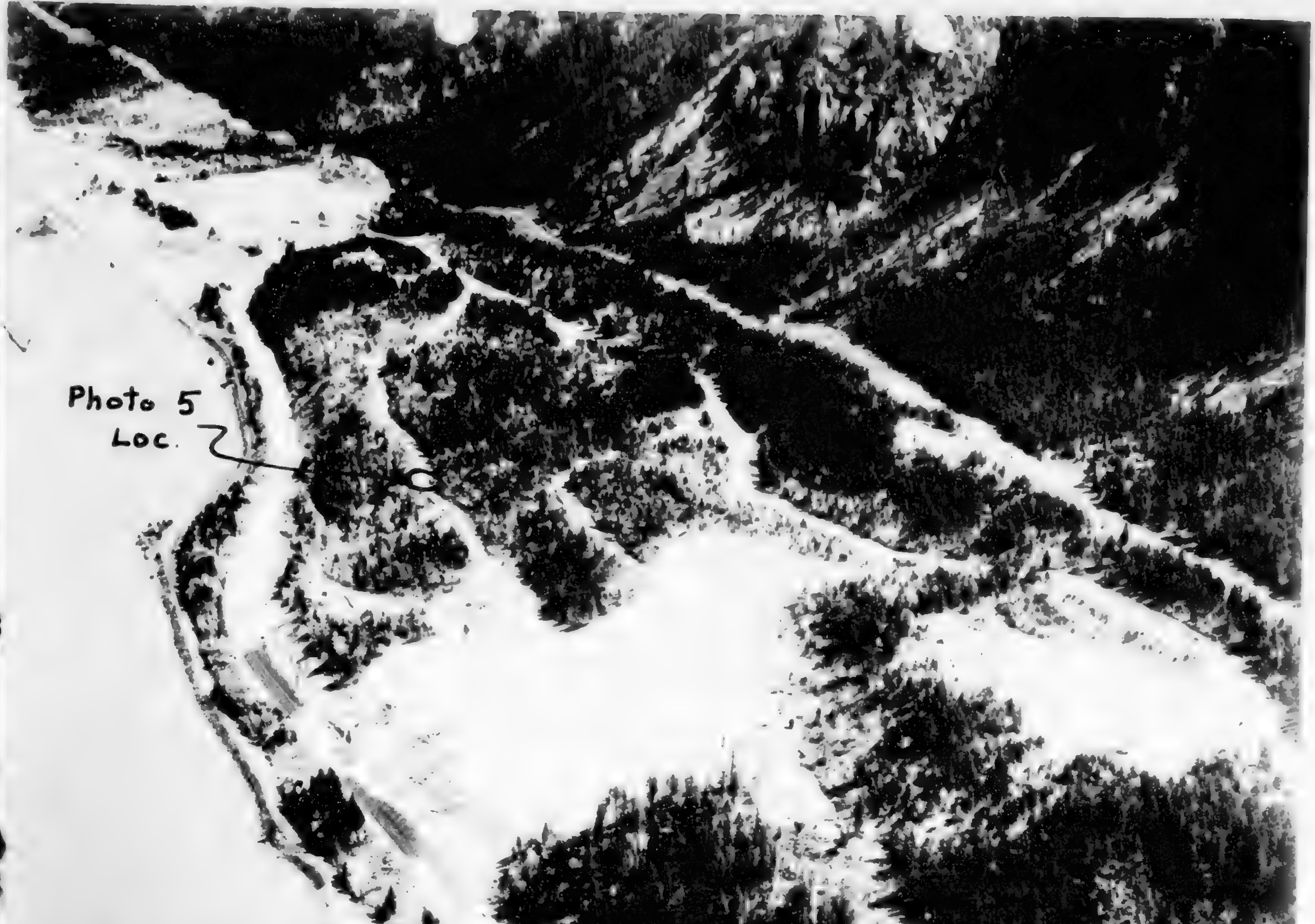

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Photo 5

JBON

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-3 9 March 1973

Mr. Frank L. Hall
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hall:

In response to your letter of 8 February 1973, we are providing a contour grading plan for the Fountain Slide Disposal Area "B". As discussed in your recent telephone conversation with Mr. Stevens of our Recreation Planning Section, the March 1 deadline mentioned in this letter has been waived.

This proposed grading plan allows for the required disposal volume of approximately 300,000 cubic yards. In addition, the plan considers the existing natural vegetation and terrain, and is compatible with the proposed recreation development for the site.

Thank you for giving us the opportunity to work with you on this matter.

Sincerely yours,

D. H. BASGEN
for Chief, Engineering Division

Incl:
Grading Plan

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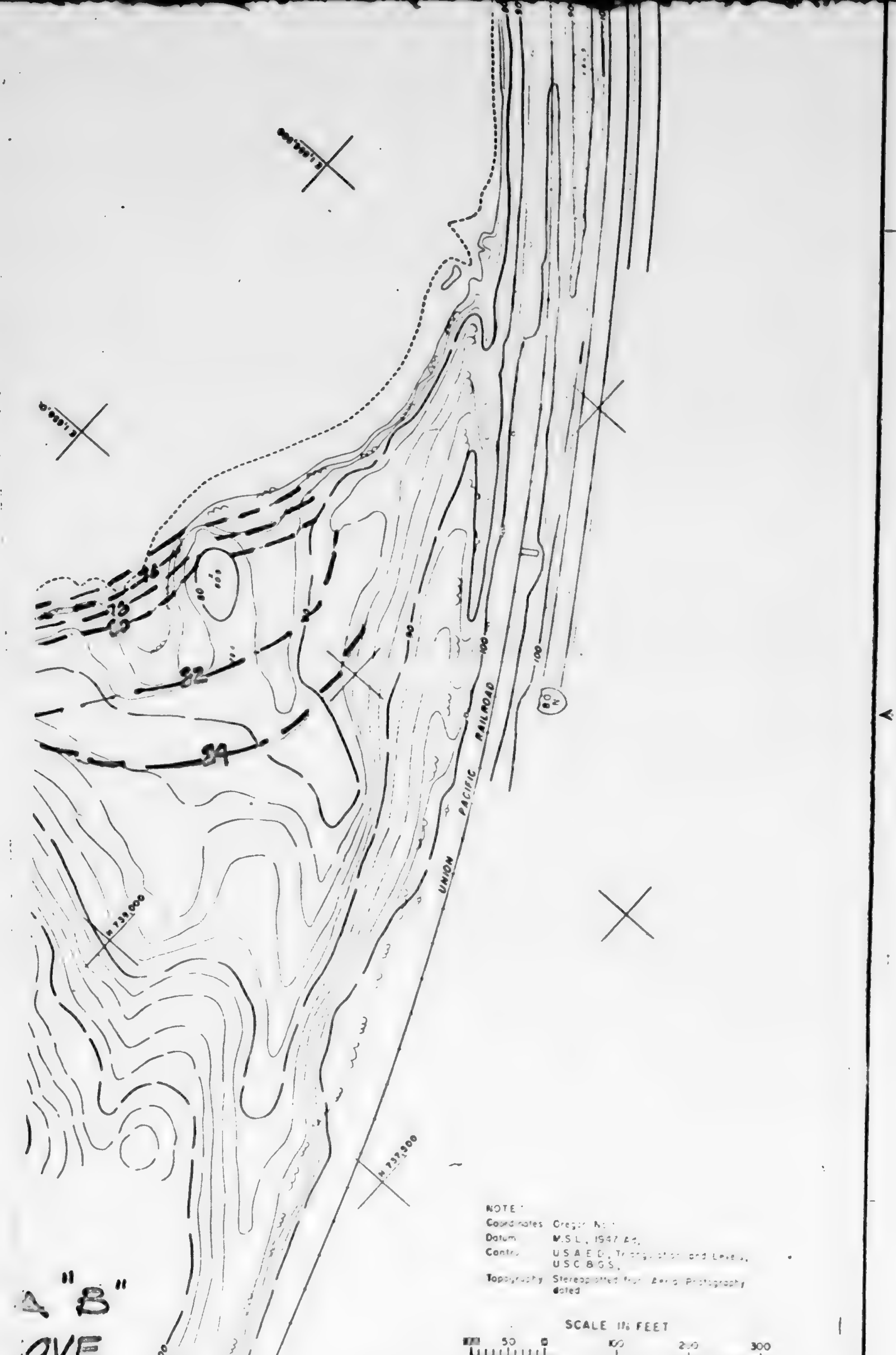

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Topography Stereoplotted from Aerial Photography dated

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COLUMBIA RIVER OREGON - WASHINGTON
TOPOGRAPHIC SURVEY
VANCOUVER TO THE DALLES

IN SHEETS
SHEET NO
U. S. ARMY ENGINEER DISTRICT, PORTLAND

PREPARED Spencer B. Gross
SPENCER B. GROSS

RECOMMENDED

CHIEF, SURVEY BRANCH

TRANSMITTED
DATED

CL-106-92(0)/

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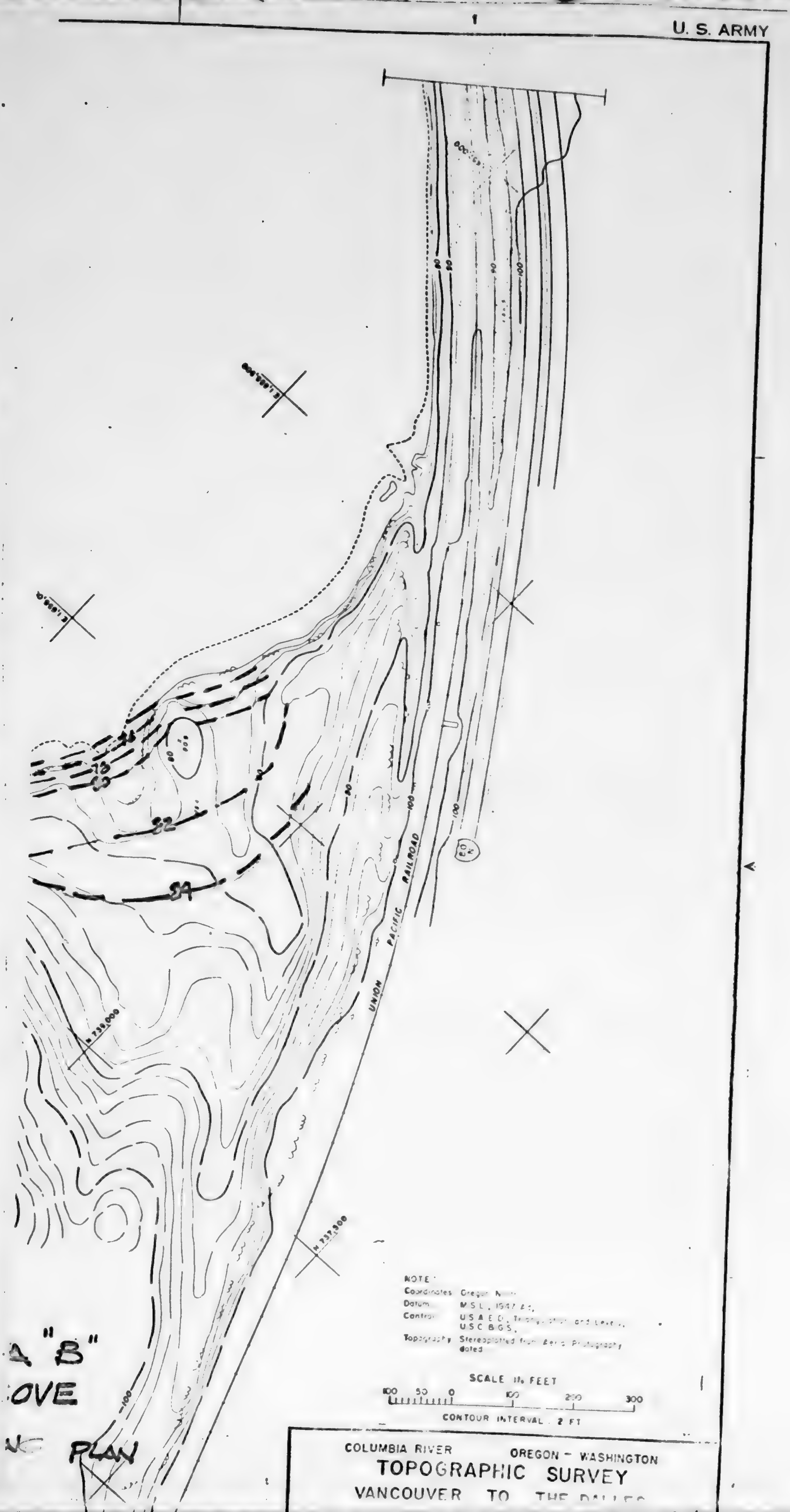
U. S. ARMY



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Topography Stereoplotted from Aerial Photography dated

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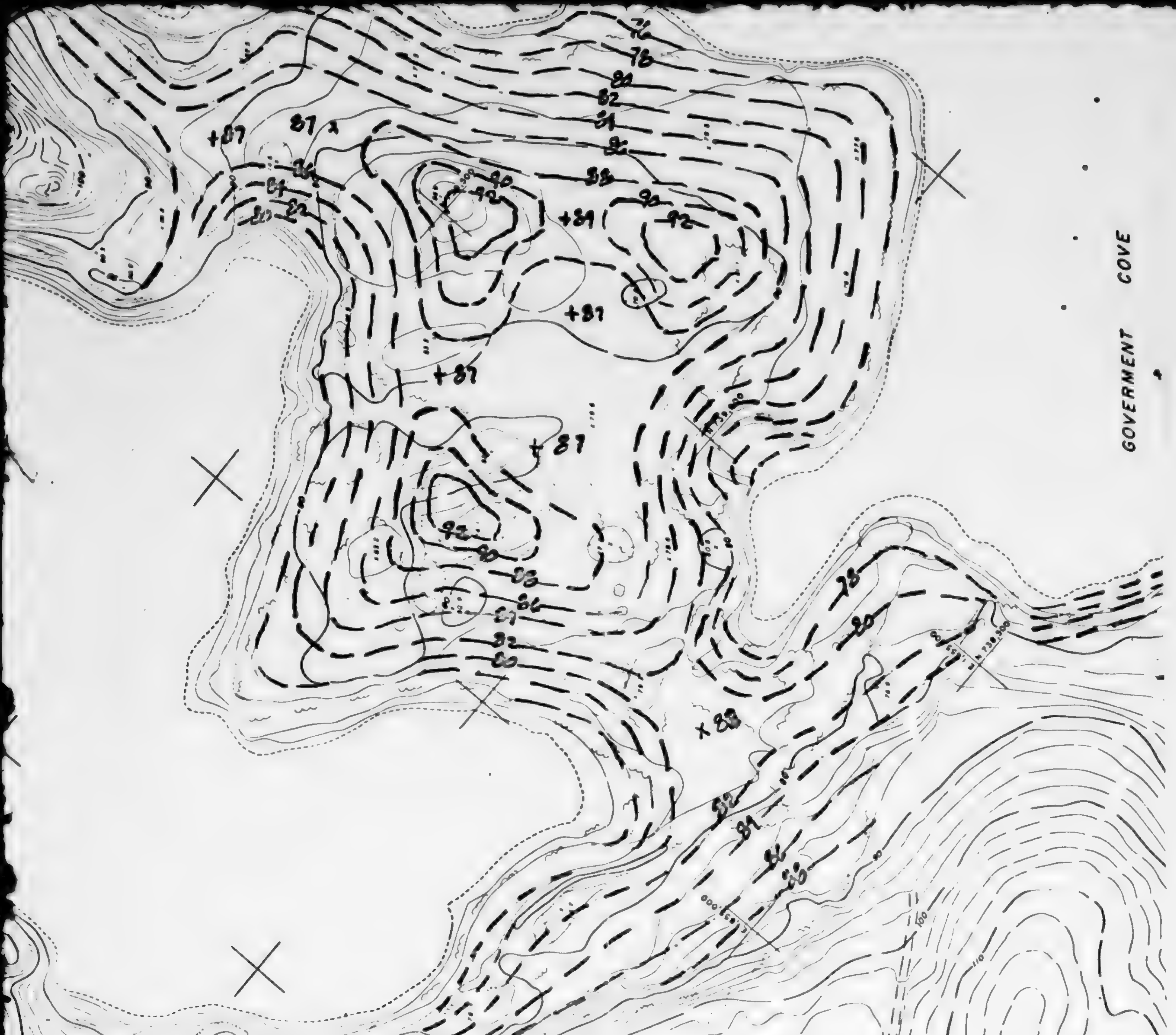
COLUMBIA RIVER OREGON - WASHINGTON

TOPOGRAPHIC SURVEY

VANCOUVER TO THE DALLES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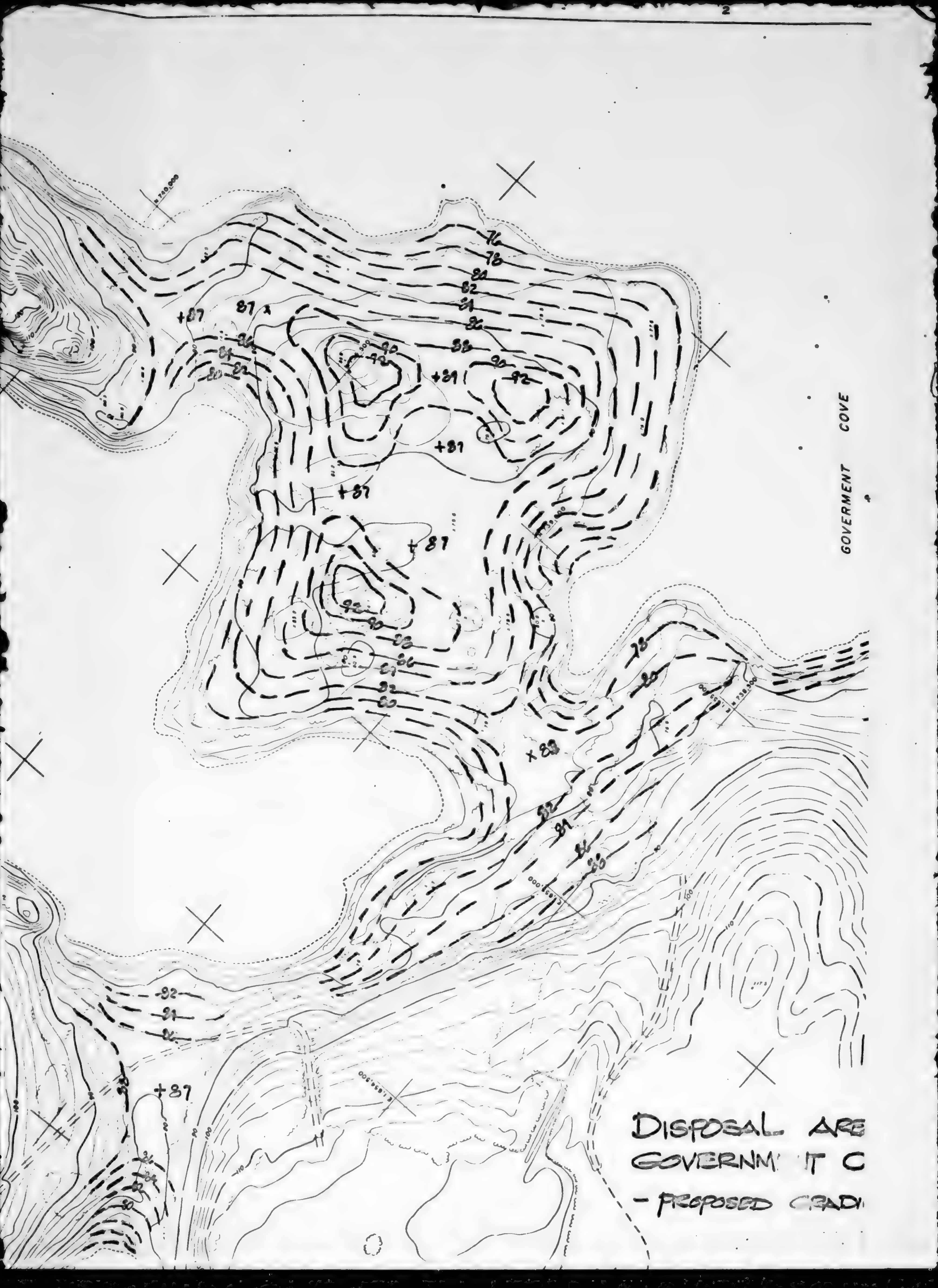

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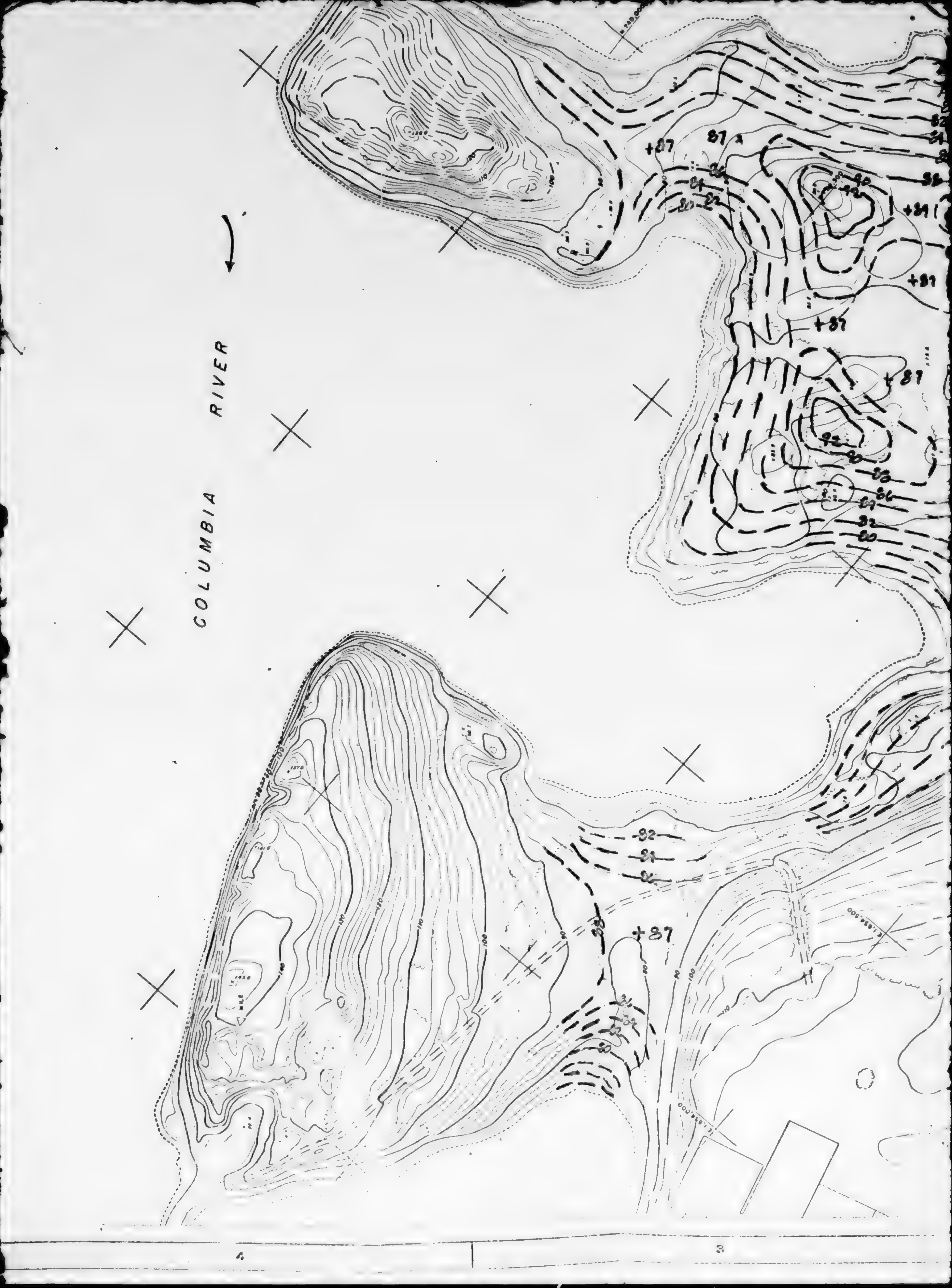
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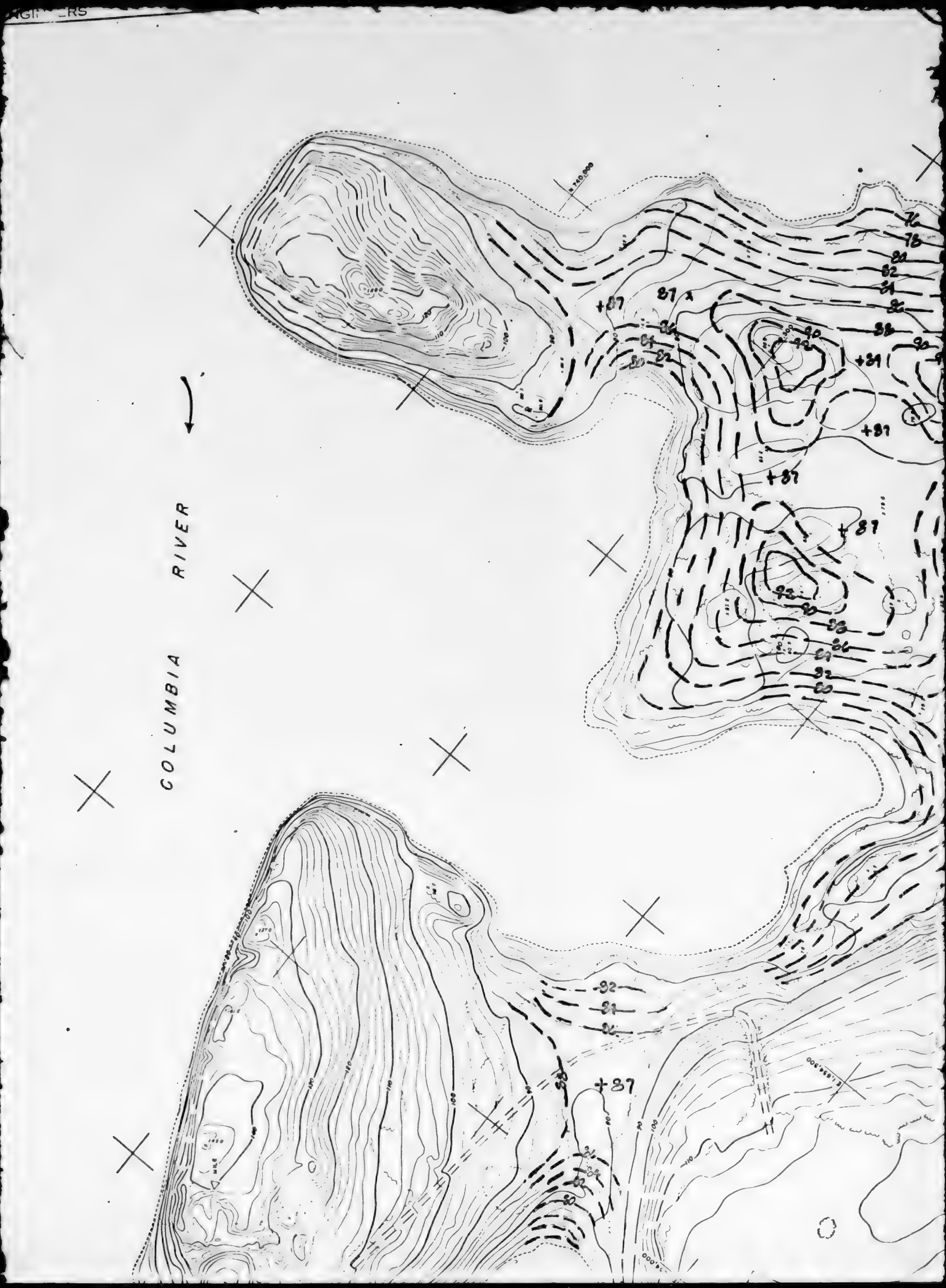
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files

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 18, 1973
Salem, OR 97310

SUBJECT: Extension of Haul Road Agreement
Union Pacific Railroad Company
Fountain Slide Section
Columbia River Highway
Hood River County
Fed. Project No. I-80N-2(48)48
R/W File: 43684

RAILROAD COMPANIES
FILE No. 221

To: C. W. Head
Secretary

BUILDING

Attached you will find one fully-executed copy of an extension rider extending the Haul Road Agreement, signed on December 1, 1969, on the above project.

The State's fully-executed counterpart has been handed to Velda De Guire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: H. S. Coulter
C. T. Keasey
L. W. Rulien w/att.
W. J. Scoffield " (2)
R. N. Chase " (3)
V. E. Skoog "
Ken Chatwood "
J. L. Sollis "

4-24-73
Noted in expiration
Dave
Frain

NOTED
C. W. HEAD

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1973

SUBJECT: Fountain Landslide
Agreement with FHWA For Added
Explorations in the East Slide Area

To: MEMO TO THE FILES

FROM: Edgar Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

Info
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R/D
D/R
Sign
Act
File
FOR
REFER TO
MAR 13 '73
RECEIVED
STATE HWY ENGR

RECEIVED
MAR 14 1973
Office of
Assistant State Highway Engineer

3-5-73

A meeting, attended by myself, Andy Munoz, David Carter of the FHWA, Reid Meritt, Dan Gano, and Warren Paaso, was held on the Fountain Landslide. The purpose of the meeting was to let Mr. Munoz review the slide and consider the changes to the planned correction to the slide that are offered by the Highway Division. The Highway Division recognizes a need to eliminate the excavation of 150,000 cubic yards above the east slide, extend the soils investigations there, and adjust some of the drainage in the main work area.

Drill Hole 48 indicates sliding in 184 feet The resulting slip surface is essentially flat. Mr. Munoz concurred that this excavation should not be done; the excavation would remove material that adds to the resisting forces of the slide.

Mr. Munoz reviewed the extension of the main break into the east slide area. He concurred that some additional exploration holes with slope meter tubes should be placed on a reconnaissance basis to develop plans for correction to this slide. A cost for the borings is in the range of $40,000. Additional costs for engineering would be added to this.

He concurred that the basic slide correction with minor modifications offered by the Highway Division is necessary. He agreed that added testing should be done since the east slide area has significant potential and should be considered now.

One alternate to correcting the slide is locating the highway and the railroad in the river. Mr. Hunter believes restrictions will make it nearly impossible to construct in the river.

Reid Meritt is unable to do survey work due to his construction work load. Any survey work now may be done with Region I crews. Mr. Gano will contact Hansen Drilling for a schedule to drill in the slide area.

ELJ:fw

cc: Glen L. Green - Attn: David Carter
A. E. Johnson
E. S. Hunter
L. W. Rulien
J. F. Putnam
W. R. Meritt
Dan Gano
R. J. VanCleave

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1973

RECEIVED
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

To: MEMO TO THE FILES

SUBJECT: Fountain Landslide Correction Project
Slated for the May Bid Letting
Meeting with Ed Hunter

FROM: Edgar Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

I met with Ed Hunter in his office March 3, 1973 to discuss the recent explorations on the Fountain Landslide and their influence on the Fountain Landslide Project. All of the data that was available at the March 2 meeting with Jim Putnam and the recommendations of that meeting were presented to Mr. Hunter.

Mr. Hunter agrees the Drill Hole 48 gives us sufficient reason to eliminate the excavation on the east slide area of 150,000 cubic yards. He reviewed the typical section of the drainage trench, 1,100 to 1,200 feet right in the main slide area and agreed that the four 12-foot benches should be redesigned or eliminated. He further pointed out that he had recommended a 5-foot minimum cut into the mudstone unit to positively bed the drainage pipe below the slip plane.

We discussed the recent extension of the slide main break to the east. With this new information, we considered widening or reconstructing into the river as was previously presented on an estimated $4-1/2 million project. Mr. Hunter agrees there is only a last resort possibility that the public would let the highway and railroad be moved into the river. A $10 to $14 million slide correction in place compared to a $4 or $5 million in the river may be sufficient justification for location in the river.

I was directed by Mr. Hunter to proceed on the basis that we would correct existing slide maintaining the present highway alignment. It was evident to Mr. Hunter that the explorations are now not adequate in the east slide area. We need to do all that is necessary to develop a slide correction proposal for that area. He gave his approval to go ahead with preliminary investigations that are required to develop this information. He also gave his approval to meet with the FHWA and advise them of our intention to study the east slide area.

In conclusion, Mr. Hunter asked for all the information that was available on the Fountain Slide at this stage. A map and report should be available for him to review when he returns about March 26. This would permit sufficient time to reschedule the project.

SP*52475-734

Any preparation that need to be made to begin exploration are authorized by Mr. Hunter. Any changes that could be made now that we discussed previously in the contract plans are authorized by Mr. Hunter. All the technical assistance that is needed to review the slide and bring it to a conclusion of design is authorized including bringing in the FHWA expert, Andy Munoz.

ELJ:fw

cc: E. S. Hunter
Frank L. Hall
J. F. Putnam

FORM 2-30 (REV. 10-69)

RECEIVE
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1973

SUBJECT: Fountain Landslide Correction Project
Slated for the May Bid Letting

To: MEMO TO THE FILES

FROM: Edgar Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

On March 1, 1973, I met in Jim Putnam's office in Bend with Dan Gano, Reid Meritt, Rolland Van Cleave, Fred Erickson and Jim Putnam to discuss the testing and explorations that were carried on this past winter.

Drill Hole 48 which is immediately south of the slide 1965 unloading waste done by Morrison-Knudsen has shown about one inch of movement at 184-foot depth. When this drill hold was plotted on a cross section, the sliding surface was flat. Unloading this area is not recommended.

Test Hole Boring 49 which is several hundred feet east of the weigh station along the freeway has shown no movement since it was installed. Mr. Gano believes the hole is not deep enough to intercept the slip surface. The other borings in the slide area have shown a moderate movement throughout the winter.

Water level readings were taken February 7. Water elevations this date are as high as any this winter and are still from a foot and a half to about ten feet deeper than last winter (when there was much more precipitation). The main break on the landslide was traced about 800 feet further to the east starting about 300 feet uphill from SM 48. The main break had developed a drop of about 8 inches. R. J. VanCleave and Warren Paaso detected this extension of the break February 28, 1973.

It was the consensus of those at the meeting that the 150,000 yard unloading above the so-called East Slide area be deleted from this contract because the sliding surface is flat through this section of the slide. This material adds resisting forces on a sliding surface due to the frictional effect. It was further agreed that the unloading not be extended to the east along the main break as exhibited on the ground because the true nature of the sliding surface has not been developed in this area by exploration borings. Correction in this area should be delayed to a later date when explorations have developed a limit for any future work.

Mr. Putnam believed that the contract as shown was a grade raise along the highway and the unloading and drainage developed in the main slide area should be done to adequately maintain this area, and should be done contingent on FHWA participation in future slide correction due to the development in the east slide area. Maintenance forces could take care of distorted pavement of the magnitude that has been exhibited so far in the east slide area including the area in front of the weigh station.

The latest revised plans that Fred Erickson had in hand were reviewed. The job basically was submitted by the field; however, a significant change had been made in the drainage trench about 1,100 or 1,200 feet right of Station 384 to 389. The typical section on the uphill slope in that drainage trench was serrated and with four 12-foot wide benches. We agreed that these benches should be either eliminated or reduced in width to one to three feet. The problem that developes by putting these benches in a 1-1/4:1 slope is in effect to move out the bottom of the drainage trench some 50 to 60 feet. This moves the bottom drainage perforated pipe possibly beyond the lower limit of the slip seam. The perforated pipe would not be in stable ground and therefore subject to move, and the permanent effect of the planned drainage would be eliminated.

Dan Gano agreed that Warren Paaso would be available to correlate the point drill information with the planned ditch section so that there would be no possibility of the perforated drain pipe being placed elsewhere except into the Eagle Creek Formation.

To conclude the meeting, Jim Putnam felt that slide correction should proceed as planned with the main slide unloading and the drainage and the grade raise, eliminate the 150,000 cubic yards of unloading of the east slide, reslope the upper drainage trench to something that would be more compatible with the exploration information that we have. In view of the uncertainties of the uphill limits and the depths of the slip surface of the east slide, he recommended additional borings be placed in this slide area to develop its extent. He asked me to discuss our meeting with Ed Hunter Friday, March 3, to get any further directions that the Administration might have on the correction of this project.

ELJ:fw

cc: E. S. Hunter
Frank L. Hall
J. F. Putnam

12

OREGON ENVIRONMENTAL COUNCIL
2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

February 27, 1973

AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
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Oregon Section
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ZERO POPULATION GROWTH
Lane County, Portland

Mr. F. B. Klaboe
State HIghway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you very much for your letter of February 21 explaining the environmental measures that will be taken in conjunction with the Fountain Slide Project.

I am pleased that you have been working closely with the Environmental Impact Section regarding the planning of this project. It appears from what you have outlined in your letter that most of the concerns which we have expressed to you are going to be dealt with in a satisfactory manner.

We will be interested in watching the progress of this project and hope that the environmental Impact Section will monitor the contractor's activities to see that he complies with the environmental concerns.

Sincerely,

Larry Williams
Executive Director

LW:jai

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FEB 28 '73
REFER TO
FOR
Info [illegible] Act File

REFERRED
STATE HIGHWAY ENGINEER

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MAR 1 1973

NOTED
R. L. SCHROEDER

N·AI 6-1
[illegible]

February 21, 1973

2A1

Mr. Larry Williams, Executive Director
Oregon Environmental Council
2637 SW Water Avenue
Portland, Oregon 97201

Dear Mr. Williams:

Fountain Slide Section
Columbia River Highway
Hood River County

Thank you for your comments regarding the subject project. There are several points you mentioned that do need additional clarification, and I hope the following will answer your questions concerning the statement.

The statement, as you point out, is a negative declaration which essentially concludes that the project is not a major action (see the last paragraph of the attached document) and, based upon this conclusion, the draft and final environmental statement is not required. The conclusion that led to the preparation of this statement was not made after the project development but was a result of the Environmental Section carefully monitoring the development of the proposed actions to deal with the Fountain Slide problem.

The fundamental environmental consideration in correcting the slide situation is that of disposal of the excess material, namely, location and specific methods of disposal.

There are two basic alternatives that were considered in determining the actual locations for disposal of the material. One was to allow the contractor the opportunity to select any disposal sites that were available to him and rely only upon his conformance to local zoning laws and state regulations regarding method of disposal. The second alternative was for the Oregon Highway Division to require selected sites for disposal and to include this as part of the work performed under the contract. The latter alternative was chosen upon

cc: A. E. Johns
E. S. Hunter
H. S. Coulter
Donald R. Byard
J. F. Putnam
R. L. Schroeder

GAP:lj dpy

recommendation from the Environmental Section to insure strict control over this phase of the contractor's operation.

The decision to select the location of the disposal areas and to include this in the contract also enabled the Highway Division to specify the exact manner in which the material was to be placed on the site. Subsequent investigation revealed that although no material would be placed in the Columbia River, future fluctuations of the Bonneville Pool would affect the fill areas. As a result, it is proposed to select rocky material for the exposed faces of the fill slopes to minimize erosion and sedimentation that could result from these pool fluctuations. In addition to this treatment, it is proposed to fine grade, fertilize, mulch, and seed to perennial grasses the top surfaces of these fills. The selected sites will then be returned to their previous uses until the respective owners consider it appropriate to develop them for other uses.

Although the vegetation in the actual fill areas on these disposal sites will be cleared, the sites would be subject to flooding from Bonneville Pool fluctuations if left in their existing state. The vegetation will then be removed prior to the proposed pool fluctuations or would remain as dead snags and decomposing vegetation along the shoreline.

The Environmental Section has monitored this project from the early stages of development and as a result, the foregoing considerations were adopted as integral parts of the work to be performed under the contract. A major item was to provide the disposal sites and to require strict compliance to the methods for disposal as specified by the property owners, the Highway Division, and the overriding flowage easements. This will insure maximum control over a contractor's activities and prevent the random use of alternative sites or alternative methods of disposal.

As a result of the foregoing discussion, the project was not judged to be a major action and based upon this conclusion a negative declaration was prepared.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Att.

OREGON ENVIRONMENTAL COUNCIL
2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

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Lane County, Portland

January 25, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Fountain Slide Section, Columbia
River Highway, Hood River County

Dear Mr. Baldwin:

Contrary to your cover letter regarding the above, this is not an Environmental Impact Statement, but a Negative Declaration. Because of the number of questions that we have regarding the lack of environmental considerations contained in this Negative Declaration, we feel that a formal Environmental Impact Statement should be prepared on this project.

Sincerely,

Larry Williams
Executive Director

cc: Federal Aid Coordination
LW:jai

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STATE HWY ENGR
JAN 29 '73
REFER TO
FOR

RECEIVED
[illegible]
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
R. L. SCHROEDER

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JAN 31 1973

LOCAL GOVERNMENT [illegible] JAN 1973

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

January 22, 1973

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STATE HWY ENGR
JAN 26 '73
REFER TO
FOR

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Fountain Slide Section
Columbia River Highway
Hood River County

Dear Mr. Baldwin:

We reviewed your Environmental Impact Statement of December 28, 1972 regarding your proposed remedy to the Fountain Slide on the Columbia River Highway.

We can see no argument with the need to undertake this project. Certainly, it has been a persistent and continuing problem. Engineering wise, our geologists could find no fault with your proposed plan.

However, it is our opinion this EIS is little more than an engineering report. It appears that this report was written by an engineer and not an environmentalist. This EIS should reflect an awareness of the changes you will make in the natural terrain and changes to the River; i.e., the fill area: will it be contoured and shaped in a natural form? Will the fill be revegetated? Will the final result enhance the natural setting?

These considerations are important in any EIS, but even more important in this one because of its location in the Columbia Gorge. None of us wish to deliberately create an eyesore in this area, I am sure. We hope that the Final EIS will cover more thoroughly what will be done to insure that this project will result in an enhancement of the natural scene.

Sincerely,

Larry Williams
Executive Director

RECEIVED
JAN 26 1973
Office of
Assistant State Highway Engineer

RECEIVED
JAN 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

cc: Federal Aid Coordination

LW:jai

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ZERO POPULATION GROWTH
Lane County, Portland

8169

2.13.73

E-419 (Rev. 12-70)

CC Hunter
Feabeau
Yarborough
Putnam
Sent 2-14-73 HA

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To Files

File No. #15941

From Don Mason

Date 2/13/73

Subject Entry for appraisal purposes

Flowage easement is being appraised on property owned by Highway division near toes of Fountain & Farley Slides. Contact was made as requirement before entry. I checked with Feabeau & Yarborough who said Corp of Engrs. was aware of our small concern of water level change — I told Don to go ahead.

F J Boyd

SP*50402-

1859

OREGON STATE HIGHWAY DIVISION

RECEIVED
FEB 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 8, 1973

Mr. Steve Stevens
Landscape Architect
U. S. Corps of Engineers
Recreation Planning Section
P. O. Box 2946
Portland, Oregon 97208

Dear Mr. Stevens:

Re: Disposal Area "B"
Fountain Slide Section
Columbia River Highway I-80N

In accordance with your telephone request I am enclosing one set of plans of the subject highway project, a roll of cross sections and a vicinity map of the waste disposal area being developed by the Port of Cascade Locks as a recreational area.

The contours on the vicinity map are of the original ground. The embankment as shown on the cross section roll can be adjusted to conform with a grading plan that you may develop. However, the amount of material estimated to be placed on the area should not be reduced in quantity. If you will furnish us with a contour grading plan, we can include it in the bid plans if it reaches this office by March 1.

If I can be of any further help, please ask.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Road Design Engineer

FLH:jh
cc: E. S. Hunter
J. F. Putnam
C. G. Swenson
F. E. Terpin

NOT
A. E. J

January 17, 1973
HHO-35

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR

File
I-80N-2(18)48

Mr. Charles S. Robinson
Charles S. Robinson and Associates, Inc.
Consulting Geologists and Engineers
345 South Union Boulevard
Denver, Colorado 80228

Dear Mr. Robinson:

Mr. Robert B. Anderson, a soils engineer on my staff, and Mr. Andres Munoz, FHWA Region 10 Soils and Pavement Engineer, would be pleased to prepare a paper for presentation at the Engineering Geology Symposium on landslide instrumentation at the 1974 HRB meeting. The title and synopsis of what this paper will cover is given below.

Title: The role of field instrumentation in correction of the Fountain landslide near Portland, Oregon.

Synopsis: The Fountain landslide affects a one-mile section of I-80N just north of Mount Hood about 45 miles east of Portland, Oregon. This section of highway is flanked on one side by a railroad and the Columbia River, and on the other side by the unstable mountainside which has been actively sliding for at least 20 years. Since the construction of the Interstate, numerous efforts have been made to stabilize the Fountain slide. None have been successful, largely because the cause of the failure was not fully understood. In 1968, field instrumentation was installed which made it possible to define the failure surface and groundwater conditions. This information was used to design a slide correction scheme. Construction of this $3.2 million correction scheme will start in the early spring of 1973. Field instrumentation will continue to be utilized both during construction, to warn of any impending problems, and following construction, to evaluate the effectiveness of the remedial design.

NOT
F. D. K

Sincerely yours,

NOT
F. D. Ki

David S. Gedney, Chief
Soil and [illegible] Branch
Construction and Maintenance Division
Office of Highway Operations

cc:
D.S. Hwy, 3203
File, 3203
R.B. Anderson, 3203
A. Munoz, Region 10
HHO-3 :Gedney:ti:64847:1-17-73

TRANSACTION NUMBER 1-25

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-15-73
BY (Signature): MR. YOUNG'S SEPTEMBER 20, 1972 LETTER
TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 726 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	WORK
726	I-80N-2(53)47	0.86	3,200,000	2,952,000	FOUNTAIN SLIDE SECTION HOOD RIVER COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT.

J Young 1-17-73

RECEIVED
STATE HWY ENGR
JAN 17 '73
REFER TO
FOR

REMARKS (Division)

USE OF MANDATORY SITE FOR DISPOSAL OF EXCAVATED SLIDE MATERIAL IN ACCORDANCE WITH PPM 21-6.3 IS APPROVED AS BEING IN THE PUBLIC INTEREST.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 1-15-73
SIGNATURE AND TITLE: G.L.GREEN, DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

8169 Fountain Slide Sec. of Col. 1975
R. Hwy. E. of Cascade Locks
(Paving & instal. warn. system)#1

R. R. 619-4-18-73

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 28, 197

TO G. L. Green, Division Engineer
Federal Highway Administration

R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Fountain Slide Section
Columbia River Highway
I-80N-2(53)47
Hood River County, Oregon

This negative declaration precedes our request for location design approval of the subject project on Interstate 80N.

LOCATION AND DESCRIPTION OF PROJECT Interstate 80N is the major east-west highway in Oregon; it connects to Interstate 5 in Portland and extends generally eastward along the Columbia River as far as Boardman and then swings in a southeasterly direction across the Blue Mountains between Pendleton and La Grande, entering Idaho near Ontario.

The Fountain Slide Section is approximately 46 miles east of Portland between the community of Cascade Locks and Hood River, and is an active slide area. Although there are no accurate records of slide damage, it is known that slides have caused maintenance problems on both the railroad and highway since the late 1940's when the first known significant slide movement occurred.

The present highway, the fourth to be constructed across the slide, was completed in 1968. The grade for this highway is approximately 12 feet below those of former highways. During construction there was slide activity that was corrected as it occurred. Also, 160,000 cubic yards of material were removed from the hillside above the highway to reduce the weight on the slip plane of the slide.

RECEIVED

PLANNING SECTION

Continued slide activity since completion of the project has required extensive maintenance work on the highway and the railroad grade below the highway. During periods of slide movement, shifts in the railroad grade or alignment are corrected from day to day.

In 1970, approximately 1,750,000 cubic yards of material were removed from the slide area above the highway to reduce shear forces within the slide, and both horizontal and vertical drainage systems were installed to lower the water table level. Within the same year, after the completion of the project, another slide movement raised the highway grade approximately 11 feet at one point near the west end of the slide area. The drainage system has not been as effective as anticipated, and the water table continues to rise in the wet winter months. Within the past year, the highway has moved approximately three feet toward the river and the grade has risen about one and one-half feet. The railroad grade has moved approximately six inches toward the river this year.

PURPOSE OF PROJECT The purpose of this project is to stabilize the slide area by removing material from above the slip plane; to lower the water table by improving the drainage within the slide area; and to increase the weight load on the slip plane by raising the highway grade, thereby increasing resistance to slide movement.

EXISTING ENVIRONMENTAL SETTING The project area has been a known slide area since the first road was constructed across it in the early 1920's. The area extends along the highway approximately 2,000 feet, and there are indications of slippage in a 1,500-foot area on the hillside south of the highway. The slide extends an unknown distance into the Columbia River to the north of the highway.

Previous excavations to remove material from above the slip plane have left a flat bench in the hillside above the highway cut slope. This bench, including the cut slope and a small adjacent disposal area, covers approximately 30 acres. Very little vegetation has reestablished in the rocky soils exposed by the excavation.

The designated disposal areas are approximately three miles west of the slide and are adjacent to the Columbia River. Area A, consisting of approximately 16 acres of land, is on property belonging to the Umpqua Navigation Company. At one time this land was an island, as older maps show.

This "island" is now connected to the mainland by man-made fill and the natural accretion of soils. The easterly portion of this parcel of land is a flat, brush-covered area between elevations 75 and 80 M.S.L. that extends from the water's edge to the railroad embankment. The westerly end rises to a rocky point slightly higher than 160 M.S.L. This rocky point has been partially excavated for quarry rock. An existing haul road connects disposal site A to the Herman Creek Road at the Herman Creek Interchange.

Disposal site B is on property owned by the Port of Cascade Locks and is leased to a lumber company. The site is presently being used as a stock pasture, but is zoned for industrial development by Hood River County. Below elevation 94 M.S.L. the property is encumbered by a flowage easement held by the U. S. Government. This site is located on two points of land that jut out into the river. The outer ends of these points are tree-covered knolls extending up to elevation 140 M.S.L. Between these knolls and the mainland, the ground slopes to a lower elevation (76 - 80 M.S.L.) and then rises again to a mainland elevation of approximately 120 M.S.L.

The lower elevations are covered with brush and grass; at the water's edge is a dense fringe of brush, and the nearby slopes are covered with grass, an occasional fir tree, and scattered oaks at elevation 90. Above this elevation, the trees become more dense and are slightly larger.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

Three alternatives were studied in addition to stabilizing the slide: bypassing the slide on the north; bypassing the slide on the south; and doing nothing.

To bypass the slide area to the north would require construction of approximately 1.3 miles of highway and railroad grade; a part of that grade would need a 50-foot fill in the Columbia River. Embankment material would be dredged from the river or transported from other sources. The estimated cost of this alternative is $4 million.

To bypass the slide on the southerly side would require approximately 3.6 miles of new highway construction along the Herman Creek Road, an existing county road. There would be a total rise and fall of 800 feet on this route; highway noise and vibration would intrude on the rural scene; and additional right-of-way would have to be purchased. Estimated cost of this alternative is $5,600,000.

The alternative of doing nothing would not eliminate existing hazards in the slide area, and the daily costs of both highway and railroad maintenance would remain. The Traffic Engineering Section of the

Oregon State Highway Division has estimated that, in the event of a major slide blocking the highway and railroad, to reroute traffic to the Washington side of the Columbia River by way of the Hood River Bridge and the Bridge of the Gods would increase the road user costs $23,200 per day. Cost to the railroad is estimated to be $8,000 per day. These costs are based upon the additional mileage and time loss of traveling a detour route.

The estimated cost of the proposed project is $3,200,000; this is $800,000 less than the estimated cost of the northerly bypass proposal. Further, the proposed project does not have the significant environmental impacts of the river fill and railroad realignment.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The short-term impact of this project will be the disruption of traffic during the construction of the new grade and alignment through the slide area. The proposed grade would be approximately 12 feet higher than before for approximately 1,000 feet in the central part of the slide and would taper to the existing grade at either end; this will mean approximately 2,600 feet of new grade and alignment. There will be 900 feet of adverse grade exceeding 3 percent for eastbound traffic. The new southerly alignment will allow for stage construction of the new grade and will provide additional roadbed width. Stage construction will require diverting the four traffic lanes into the two westbound lanes while the southerly half of the new grade is being constructed. Traffic will then be diverted to the southerly side or eastbound lanes until the westbound lanes are completed. During construction, opposing traffic lanes will be separated from each other and from construction work by temporary median barriers and guard rails.

Lighting, signing, flagging, and speed restrictions throughout the project area will insure the greatest possible safety for the motorist. (Standard Specifications for Highway Construction, Section 107.27.)

An estimated 750,000 cubic yards of material will be removed from the slide area by deepening and extending the bench left by previous excavations. Excavation will extend the bench to the south along the existing cut slope. Approximately two acres of second-growth fir trees and other vegetation will be removed by this extension. All excavation will be within existing right-of-way and, being above the highway cut slope, will not be visible from the highway. Approximately 40,000 cubic yards of the excavated material will be used in the construction of the new highway grade. The balance of the excavated material will be hauled to the disposal sites.

Approximately 1.3 miles of temporary haul road will be constructed adjacent to the shoulder of the eastbound freeway lanes from the slide area to the Herman Creek Interchange. This haul road, to be used for westbound hauling equipment, will be separated from the freeway by a temporary barrier along the outside edge of the shoulder. Empty hauling equipment returning to the excavation site will enter the freeway by the on-ramp at the Herman Creek Interchange to return to the excavation site. West of the Herman Creek Interchange, an existing frontage road will be used as a haul road as far as Sawmill Road Undercrossing, where the hauling equipment will cross the freeway. A temporary separated grade railroad crossing and haul road will be constructed alongside the present roadway, where it will bypass the sawmill complex adjacent to disposal area B.

As noted, an existing haul road crosses the railroad at grade and connects to the Herman Creek Interchange in disposal site A, so no additional haul road will be needed.

All necessary permits and agreements with the Port of Cascade Locks, the Umpqua Navigation Company, and the Corps of Engineers have been finalized, determining the method of placement and the geometrics of the fills.

Haul road agreements with the Oregon Washington Railroad Navigation Company (Union Pacific Railroad lessee) have been approved by the Oregon State Highway Commission and forwarded to the railroad company for their approval of the agreement.

In coordination with the Corps of Engineers and by agreement with the Port of Cascade Locks, all fill in area B is to be placed above the meander line of the river edge and below the elevation of 90 M.S.L. Fill slopes are to be 3:1 or flatter and, where exposed to the erosive effects of the fluctuating water level, are to be constructed of selected rocky material. The top surface is to be sloped for drainage, fine-graded, and reseeded to perennial grasses. This will return the area to its present use as a pasture, and will also make it available for industrial development. In area A, by agreement with the property owners, all fill slopes are to be 2:1 and extend to elevation 94 on the side next to the river and to elevation 97 on the high side. Slopes exposed to the erosive action of the water are to be reinforced with selected rocky material. Approximately 500,000 cubic yards of material will be required to fill this area to the specified elevations and configuration. The balance of the material to be wasted will be placed in Area B.

To allow the contractor to provide a disposal area would relinquish the Oregon State Highway Division's control of the location of the disposal site or method of disposal. Therefore, the Highway Division has chosen a definite site and method of disposal, as discussed in this statement, in order to avoid random and hazardous methods of disposal.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

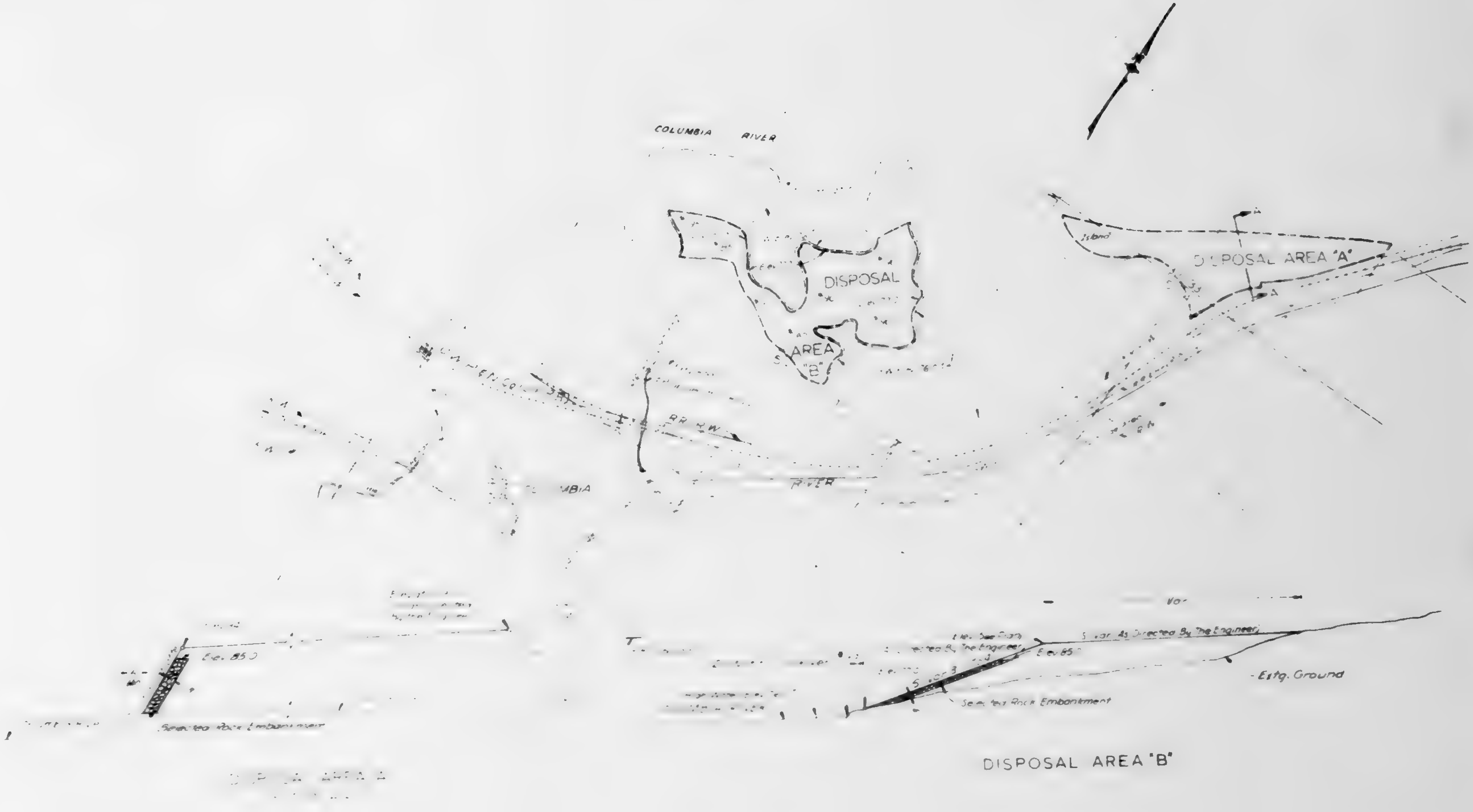
Concur G L Green JAN 15 1973
Division Engineer

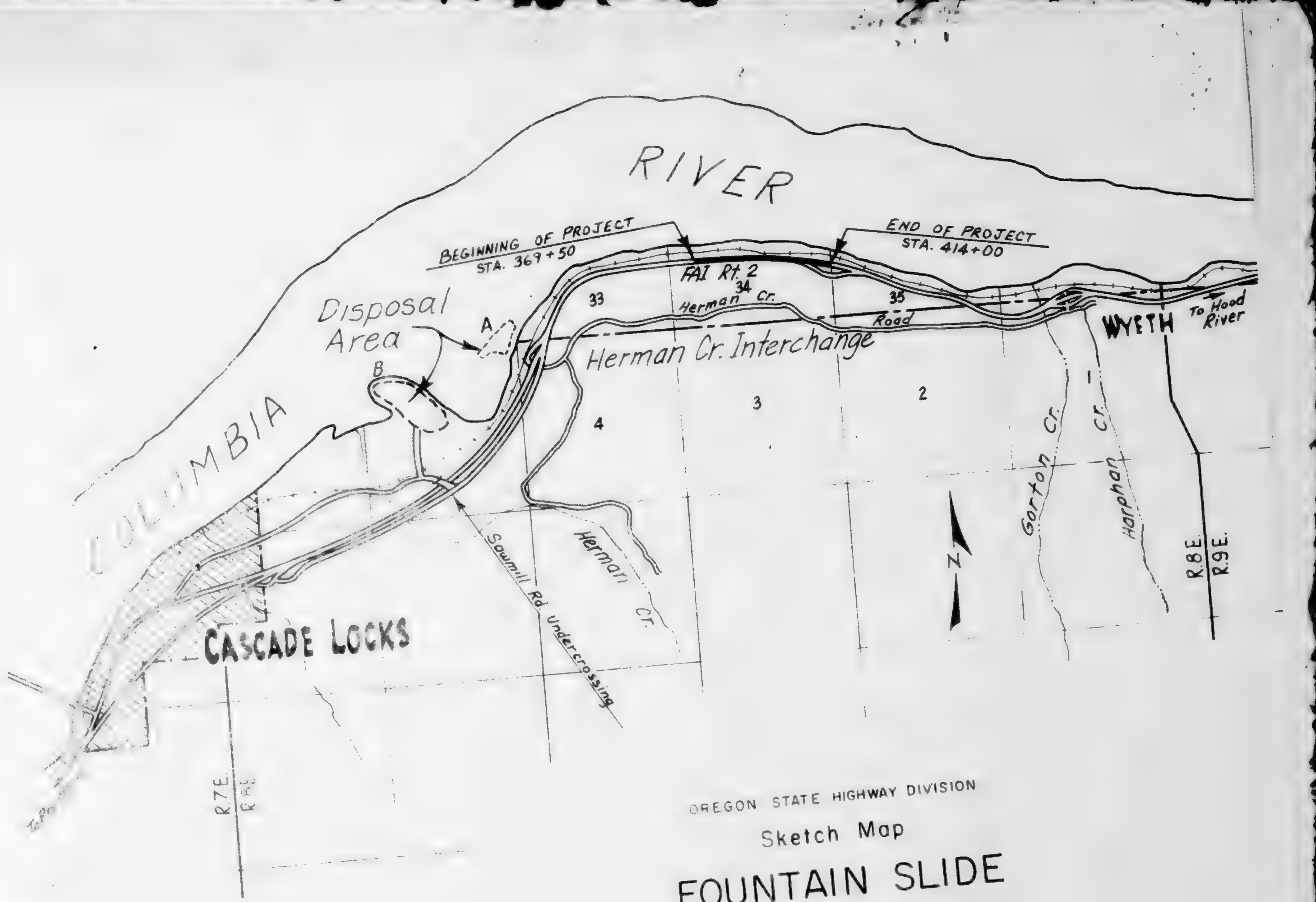
EW:dg

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
J. F. Putnam

T 2N, R8E W.M

DISPOSAL AREAS





OREGON STATE HIGHWAY DIVISION

Sketch Map

FOUNTAIN SLIDE

COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY
OCTOBER 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 27, 1972

Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Attention: W. J. Ashworth
Chief, Real Estate Division

Gentlemen:

The Corps recently issued a Consent to Easement Structure to the Oregon Highway Division approving construction of embankment on lands contained in Tracts OH-41 and OH-43.

One of the conditions required is that Area "B" be stripped of top soil prior to placement of the embankment and upon completion of the embankment the top soil to be redistributed over the surface area. We are requesting that the Highway Division be relieved of the responsibility of complying with that provision for the following reasons:

It has been determined that the material to be removed from the Fountain Slide is of sufficient quality to grow trees and grass. Grass and seedling trees are growing on the embankment created by the previous project to correct the slide.

The specifications will provide that no large rocks be placed in the top six inches of the embankment and that the area will be seeded and mulched.

The top soil in Area "B" is not available in sufficient quantity without extensive clearing and grubbing prior to removal.

The Port of Cascade Locks has been contacted and have indicated no objection to the deletion of the condition.

RECEIVED
DEC 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

It is planned to advertise the project on January 4, 1973; therefore, would you please consider this request at your earliest convenience so that the proper provisions may be included in the specifications. If you require additional information, we shall be happy to furnish it.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

FET:jh
cc: E. S. Hunter
J. F. Putnam
L. K. Watson

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

2

NPPRE-MD

11 December 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Fountain Slide
80-N

Dear Mr. Baldwin:

Inclosed is counterpart of Consent to Easement Structures dated 11 December 1972 approving construction of embankment on lands contained in Tracts OH-41 and OH-43 over which the Government retains flowage easements within the Bonneville Lock and Dam, Oregon (Lake Bonneville) Project.

Your cooperation in this matter is appreciated.

Best wishes for the Holiday Season from the Portland District, Corps of Engineers.

Sincerely yours,

W. J. Ashworth
W. J. ASHWORTH
Chief, Real Estate Division

1 Incl
As Stated

1 Hall H
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
T.cut K

RECEIVED
DEC 12 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep ☐
Do not File
Return To ____
Bring Up ___/___/___
Other ____

DEPARTMENT OF THE ARMY

Bonneville Lock and Dam, Oregon
(Lake Bonneville) Project
Tracts OH-41 and OH-43

CONSENT TO EASEMENT STRUCTURES

Whereas, the United States of America, hereinafter called the "Government", has acquired by virtue of a Final Judgment dated 5 October 1936 and Easement dated 26 June 1936, both being recorded in Volume 25 of Deeds in the records of Hood River County, Oregon, a flowage easement over the above numbered tracts of land. The aforesaid documents, by their terms, reserve to the Government the right to flood and overflow lands below contour elevation 94-feet, mean sea level; and

Whereas, the State of Oregon, acting by and through the Oregon State Highway Division, has or is in the process of acquiring from the landowners, easements for construction of an embankment on said lands; and

Whereas, the proposed embankment construction on said lands require approval by the Government in writing:

Now, Therefore, by virtue of the authority vested in the Government under the terms of the final judgment and the flowage easement, consent is hereby given to the construction of said embankment within Tracts OH-41 and OH-43. The location of the embankment within said tracts is approximately as shown on the drawing marked Exhibit "A", attached hereto and made a part hereof.

This consent is granted subject to the following conditions:

1. That it is understood that this consent is effective only insofar as the property rights of the Government in the land occupied are concerned, and that it does not relieve the grantee from the necessity of obtaining grants from the owners of the fee title and/or other interests therein.

2. That the Government shall not be responsible for damages to property

2. That the Government shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the exercise of the privileges herein granted, or for damages to the property of grantee, or for damages to the property or injuries to the person of the grantee, or the persons of grantee's officers, agents, servants, or employees or others who may be on said premises at their invitation or the invitation of any one of them arising from governmental activities on or in the vicinity of the said premises, and the grantee shall hold the Government harmless from any and all such claims, except as grantee is prevented therefrom by Article XI, Section 7 of the Oregon Constitution.

3. That the Government shall in no case be liable for any damage or injury to the construction herein authorized which may be caused by any action of the Government, under the rights obtained in its easements, either hidden or known, or that may result from future operations undertaken by the Government, and no claim or right to compensation shall occur from such damage or injury.

4. That the terms and conditions of this consent shall extend to and be binding upon the heirs, successors and assigns of the grantee.

5. That it is understood that the granting of this consent does not preclude the necessity of obtaining any permit(s) required by Sections 10 and 13 of the Rivers and Harbors Act of 3 March 1899 (30 Stat. 1151 - 1152; 33 U.S.C. 403-407).

6. That on "Area B" the grantee shall, prior to placement of any spoil material, remove and save the topsoil from the disposal area and upon completion of the fill, level the area and redistribute the topsoil to provide a generally level and well drained surface area.

This consent is not subject to Title 10, United States Code, Section 2662.

IN WITNESS WHEREOF I have hereunto set my hand by authority of the Secretary of the Army this 11th day of December 1972.

W. J. ASHWORTH
Chief, Real Estate Division
U. S. Army Engineer District, Portland

Watson

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

December 21, 1972

315-2-8

I-80-N

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Please refer to various conversations and correspondence concerning Fountain Slide Section Columbia River Highway, Project No. I-80N-2(53)47.

Confirming conversation with Mr. Orr of our Engineering Department, regarding the crossing at our M.P. 45.96 near Cascade Locks, Oregon, it will be necessary that the approach on the north side of the crossing be raised to a grade level with the main line for 100 feet north of the track in order to provide adequate stopping and starting distance for all trucks using the crossing.

You should show the typ. section and limits on this sheet with the sketch map. This cost would be part of the contractor's development cost - no, bid items.

Also, you should advise the contractor that track car indicators at this location are set so an approaching train will be shown on the indicators for a minimum of ten minutes, and depending upon the circumstances, it may be necessary to stop the trucks and as soon as the train enters the indicator circuit, hold in there until the circuit is cleared.

The ten minute figure is a minimum based on maximum train speed and if the trains are traveling at a slower speed, the time will be proportionately increased. At the present time, we will anticipate equipping our flagman with a radio so the waiting time at the crossing may be decreased; but, as you know, safety is a primary importance and if the radios do not prove satisfactory, we will use the indicators and hold trucks while there is a train indicated.

Yours truly,

T. P. Rogers

COPIES TO: E S HUNTER
FL HALL
CG SWENSON
CT KEASEY
JF PUTNAM
WR MERITT
JW VALENTINE

RECEIVED
DEC 28 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

/ Hall
A. Olson
Terpin /
Scott
Swenson
K. Olson

REK
Terpin
Pl. note

RECEIVED
DEC 26 1972
UTILITY UNIT

NOTED

RECEIVED

FOR FILING

K

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
Federal Highway Administration

DATE December 11, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Mandatory Disposal Sites
Project I-80N-2(53)47

This is to supplement our letter of September 20, 1972, "Program Data Submission for Project I-80N-2(53)47". We now have a temporary easement from Bohemia, Incorporated (doing business as Umpqua River Navigation Company) to use a portion of their holdings, lying in Sections 32 and 33 of T3N, R8E and Sections 4 and 5 of T2N, R8E, as an additional mandatory site for disposal of surplus excavated slide material.

Enclosed is a copy of revised plan sheet 2E which depicts this added site as "Disposal Area A" and the site previously set forth in our letter of September 20, 1972 as "Disposal Area B". Both of the proposed disposal areas are delineated in red on the enclosed copy of plan sheet 2E.

This additional site (disposal area A) with a capacity of approximately 500,000 cubic yards is necessary as the Port of Cascade Lock's restriction on the allowable height of embankment permissible on their land has reduced the available capacity at the site (disposal area B) to approximately 300,000 cubic yards which is inadequate for disposal of the estimated 800,000 cubic yards of excavated slide material.

Under Project I-80N-2(48)48, if the contractor so elected, this site (disposal area A) was designated as one of two possible disposal areas for excess material and, as it was then, it remains a suitable area for such disposal without creating additional slide problems.

The justifications, numbered (1) and (4), set forth in our letter of September 20, 1972, for the proposed mandatory site (disposal area B) located on lands owned by the Port of Cascade Locks is valid for this additional proposed mandatory site (disposal area A). Also, the specifications and plans will require the waste material be placed in the additional site (disposal area A) to the lines, grades and slopes as indicated on the enclosed copy of plan sheet 2E after the embankment area has been cleared of all trees and brush.

JG:bb

Enclosure

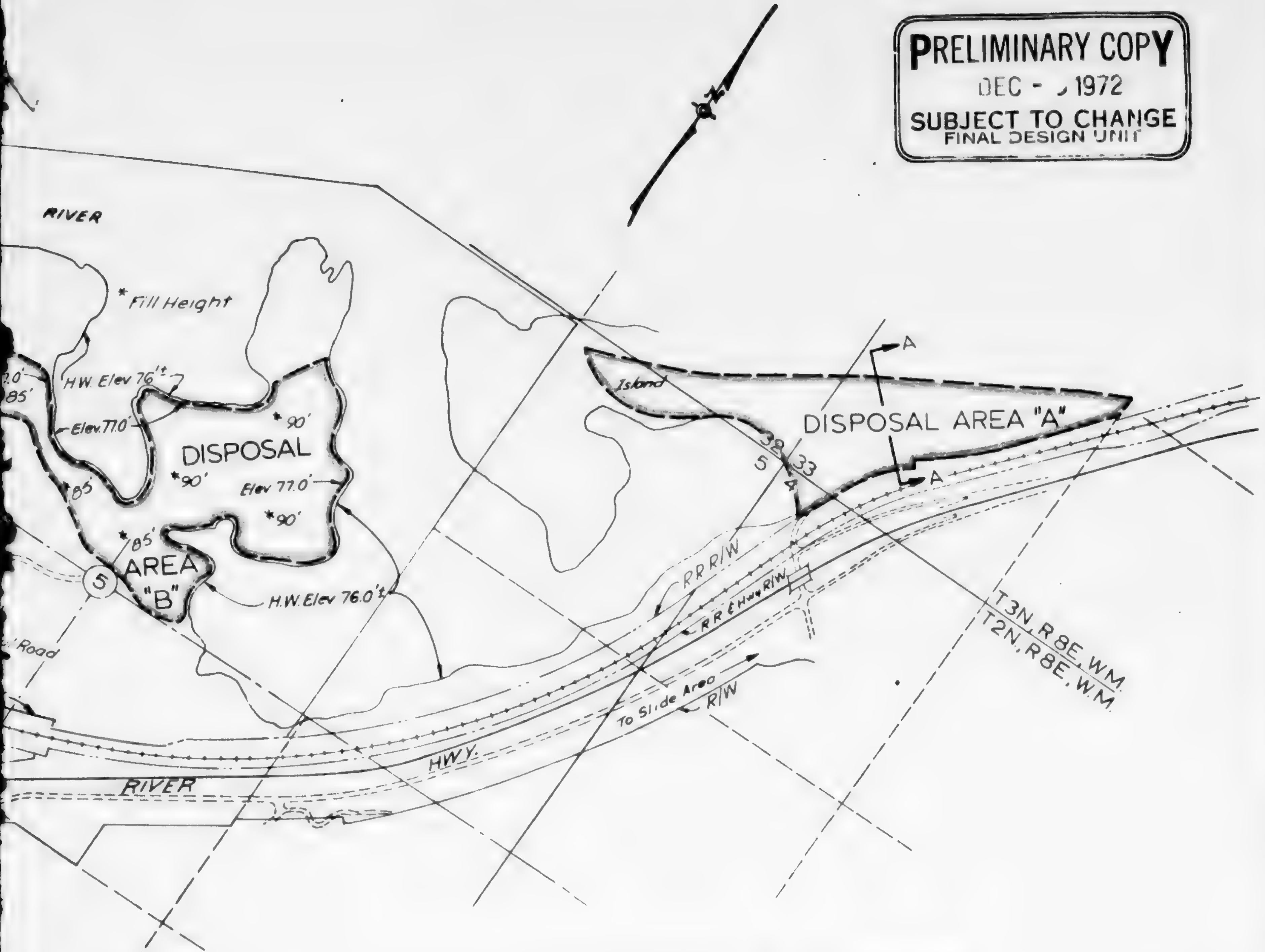
cc: E. S. Hunter
F. L. Hall
D. H. Moehring
J. F. Putnam
C. G. Swenson
R. N. Chase

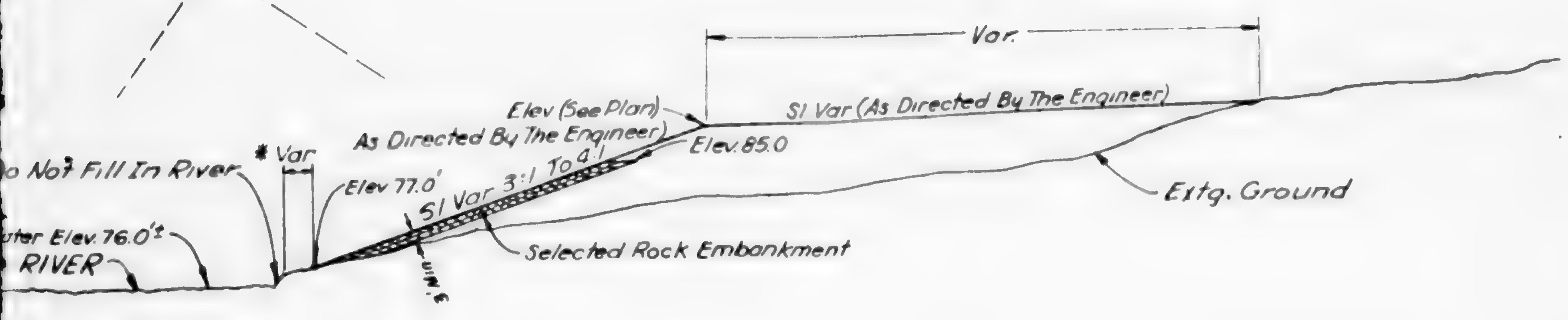
11V-110

FOUNTAIN SLIDE SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 2E
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-80N2(53)47		See Index

SAL AREAS

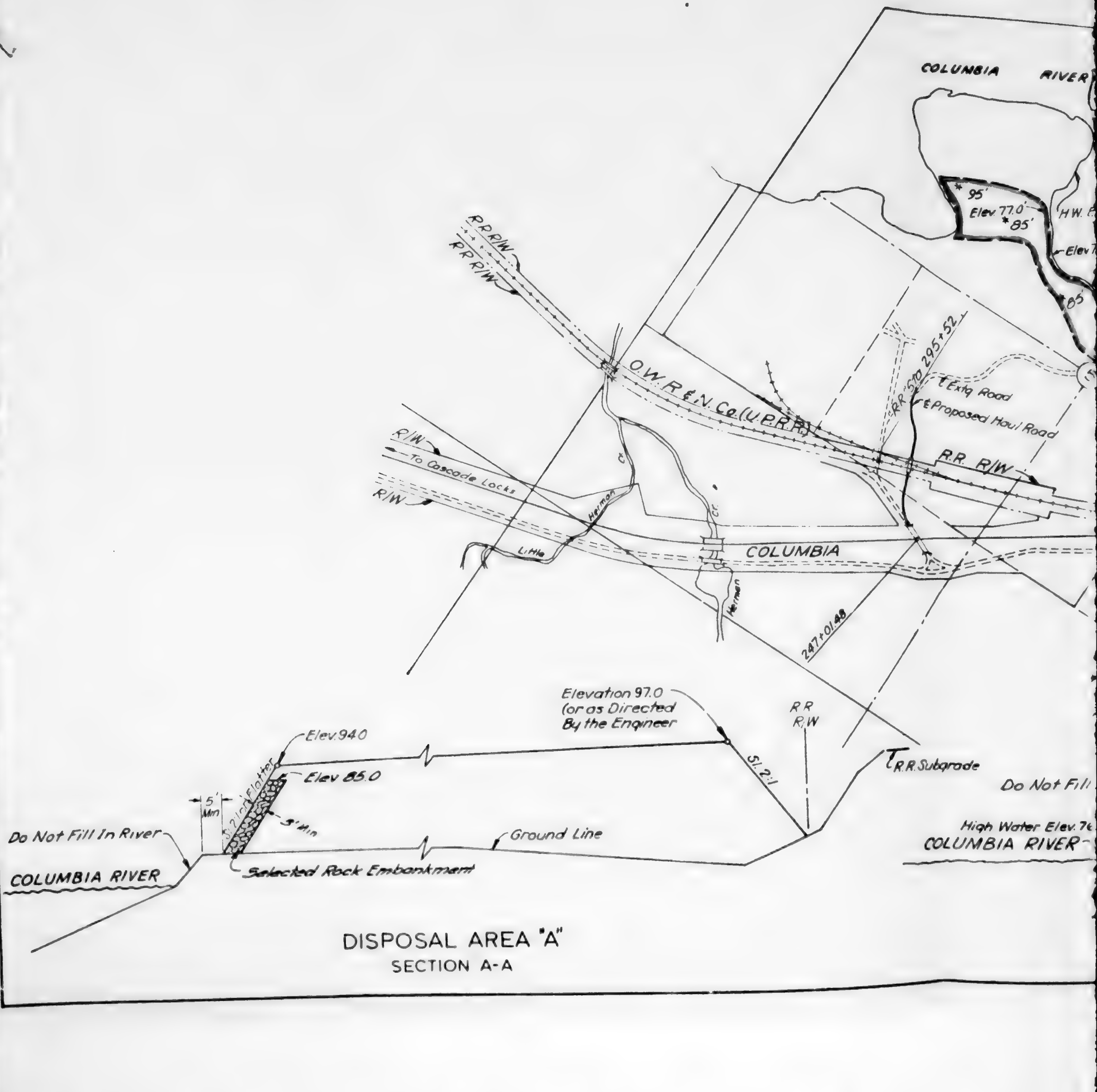
PRELIMINARY COPY
DEC - 5 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT





DISPOSAL AREA "B"

DISPOSAL A



DISPOSAL AREA "A"
SECTION A-A

Salem, Oregon

December [illegible]

[illegible]
Administrative [illegible]

Frank L. Hall
Design Engineer

Fountain Slide Section
Columbia River Highway
Hood River County
File No. [illegible]

In your letter of December 4, [illegible], you asked if we should condemn for the subject parcel and if the need could be proved in court.

The parcel is needed to contain slopes and drainage installations that are an essential part of the proposed work; therefore, the need can be proved in court. If the price of $5,000 cannot be justified, condemnation proceedings should be started.

FLH:jh
cc: J. F. Putnam
H. Brainerd, R/W Supervisor

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 4, 1972

To: Frank Hall
Design Engineer

DESIGN

SUBJECT: File No. 47598
Fountain Slide Section
Columbia River Highway
Hood River County

In order to expedite this file, our Acquisition Agent Frank King attempted to purchase the 1.44 acres described by your section. Our estimate of value is not over $500 per acre. Owner Adolph Hertrich says he will not take "one cent less than $5,000."

Should we go to Condemnation on this parcel? Can the need be proved in court?

We will hold off further negotiation until we hear from you.

Chatwood

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:LS

CC J. F. Putnam, Region Engineer
H. Brainerd, R/W Supervisor

1 A

2 T

NOTED
L. K. [illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 22, 1972

Corps of Engineers
North Pacific Division
2850 S.E. 82nd Avenue
Portland, Oregon 97266

Gentlemen:

As a result of telephonic communication with your Real Estate Division we are hereby making application for a letter of consent to construct an embankment on property located in Sections 32 and 33, T. 3 N., R. 8 E., W.M., and Sections 4 and 5, T. 2 N., R. 8 E., W.M., near Cascade Locks over which the U. S. Government owns a flowage easement.

The material to construct the embankment will be waste material from the unloading of the Fountain Slide on the Columbia River Highway, Interstate Route 80-N. As indicated by the accompanying drawing of the disposal site no material will be placed in the water of the Bonneville Pool. The riverward slope of the embankment will be constructed of erosion resistant material as required by the permit and as indicated on the accompanying drawing.

The State Highway Division has been granted a permit, Number 1507-29(Columbia River - Fill)-25/1, to construct a rock and earth fill in and adjacent to the Columbia River, mile 152. This permit is to expire on December 31, 1972. A request has been made to extend this permit; however, it has been determined that the entire procedure of announcements and public hearings must take place before granting the extension of the permit.

NOTED
E. S. HUNTE

RECEIVED
NOV 22 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Since we desire to open bids for the project on January 25, 1973, time does not allow the completion of the procedure. Therefore, we are requesting that a letter of consent be issued to construct the embankment.

In telephone contact with Mr. Payne of your Permits Division, it was pointed out that no material would be placed in the water and he advised that no permit would be required and the proper way to get permission to make the fill would be to apply for the letter of consent.

On October 16, 1972, we made a similar request for a letter of consent to construct an embankment on property located in Section 5, T. 2 N., R. 8 E., W.M., a copy of which is attached.

Since our contracting procedures require that plans be completed approximately eight weeks in advance of bid opening it would be appreciated if these requests could be processed at your earliest convenience so that any requirements can be included in the plans.

We thank you for your prompt attention to this application.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
[illegible]

Frank E. Terpin
Final Design Engineer

Attachment
bc: E. S. Hunter (w/attachment)
C. G. Swenson
L. K. Watson

RECEIVED
[illegible] 1972

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1972

Corps of Engineers
North Pacific Division
2850 S.E. 82nd Avenue
Portland, Oregon 97266

Gentlemen:

As a result of telephonic communication with your Real Estate Division we are hereby making application for a letter of consent to construct an embankment on property located in Section 5, R. 8 E., T. 2 N., W.M., near Cascade Locks over which the U. S. Government owns a flowage easement.

The material to construct the embankment will be waste material from the unloading of the Fountain Slide on the Columbia River Highway, Interstate Route 80-N. As indicated by the accompanying drawing of the disposal site no material will be placed in the water of the Bonneville Pool. All of the embankment is to be constructed above high water elevation of 76.0.

An agreement has been made with the underlying fee owner, a copy of which is attached, that the embankment is to be constructed to elevation 90 minimum. The upper limits of the embankment to be determined by the amount of material to be disposed of and by direction of the Port Authority to meet their requirements.

The riverward slope of the embankment will be constructed of erosion resistant material to elevation 85.

NOTED
E. S. HUNTER

RECEIVED
OCT 16 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

It is planned to open bids for the project on November 30, 1972; therefore, your early response to this request would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

FET:jh
Enclosure
cc: E. S. Hunter
L. K. Watson

Hwy 2

BRIDGE OF THE GODS
THE PORT OF Cascade Locks
RECREATIONLAND
P.O. BOX 416 • CASCADE LOCKS, OREGON 97014

H.S. Cox
County and City Engineer
Oregon State Highway Dept
Salem, Oregon 97310

Fountain Slide Material Removal

Dear Mr. Cox:

Enclosed please find the executed letter of intent allowing the dumping of material from the Fountain Slide Area of Port District Property. The authorization to execute the agreement was approved at the regular meeting of Sept. 14, 1972 and is subject to a revision of item 4 which would include the addition of Cascade Locks Lumber Company to the hold harmless clause. In addition the Commission feels that a height of approximately 85' to 90' should be included for item 5.

Prior to the initiation of any work on the site we would like to meet with the contractor and State Inspector to review the site in the field. Thank you for your assistance in this matter. Should you have any comments or questions please feel free to contact me at any time.

Sincerely,

Ronald L Rombalski
Manager

RR/bi

Enclosure

September 15, 1972

NOTED
F. E. TERPIN

NOTED
L. K. WATSON

RECEIVED
COUNTY & CITY SECTION
SEP 18 1972
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
OCT 25 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE October 24, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT Agreement Extension
Union Pacific Railroad Company

There will be on the agenda for the October 31 meeting an extension rider to the existing haul road agreement with the UPRR which was executed at your meeting of November 18, 1969.

The existing agreement provides for the State to use the Herman Creek Road grade crossing near Cascade Locks as an access to a disposal area.

The existing agreement will expire on November 30, 1972 and the extension rider will extend the expiration date to November 30, 1977.

We recommend your approval.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
D. H. Moehring
T. W. Litchfield
L. W. Rulien
Gary Ross
Gary Sund

TWL:dl dps

OREGON STATE HIGHWAY DIVISION
INTERDEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE October 16, 1972

TO J. F. Putnam, Region Engineer
P.O.Box 1249, Bend, OR 97701

FROM Frank L. Hall
Design Engineer

SUBJECT Fountain Slide
I-80N

Attached are two sets of prints of the plan and profile on the proposed contractor's grade separation structure to provide access to the Port's property. The property being occupied by the embankment for the temporary structure lying between the freeway and the railroad is also owned by the Port. I have checked the agreement with the Port and have found that it is general enough to include this property. The Port should be advised of this proposed plan to ascertain if they have any objections.

We also need your recommendation of the condition the property should be left in after removal of the structure. Perhaps the embankment material can be left on the property by distributing it over a defined area and planting.

This proposal has had tentative approval from the FHWA and will be submitted to them as a firm plan as soon as we get your approval and can prepare the necessary plans.

FLH:jh
cc: E. S. Hunter

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

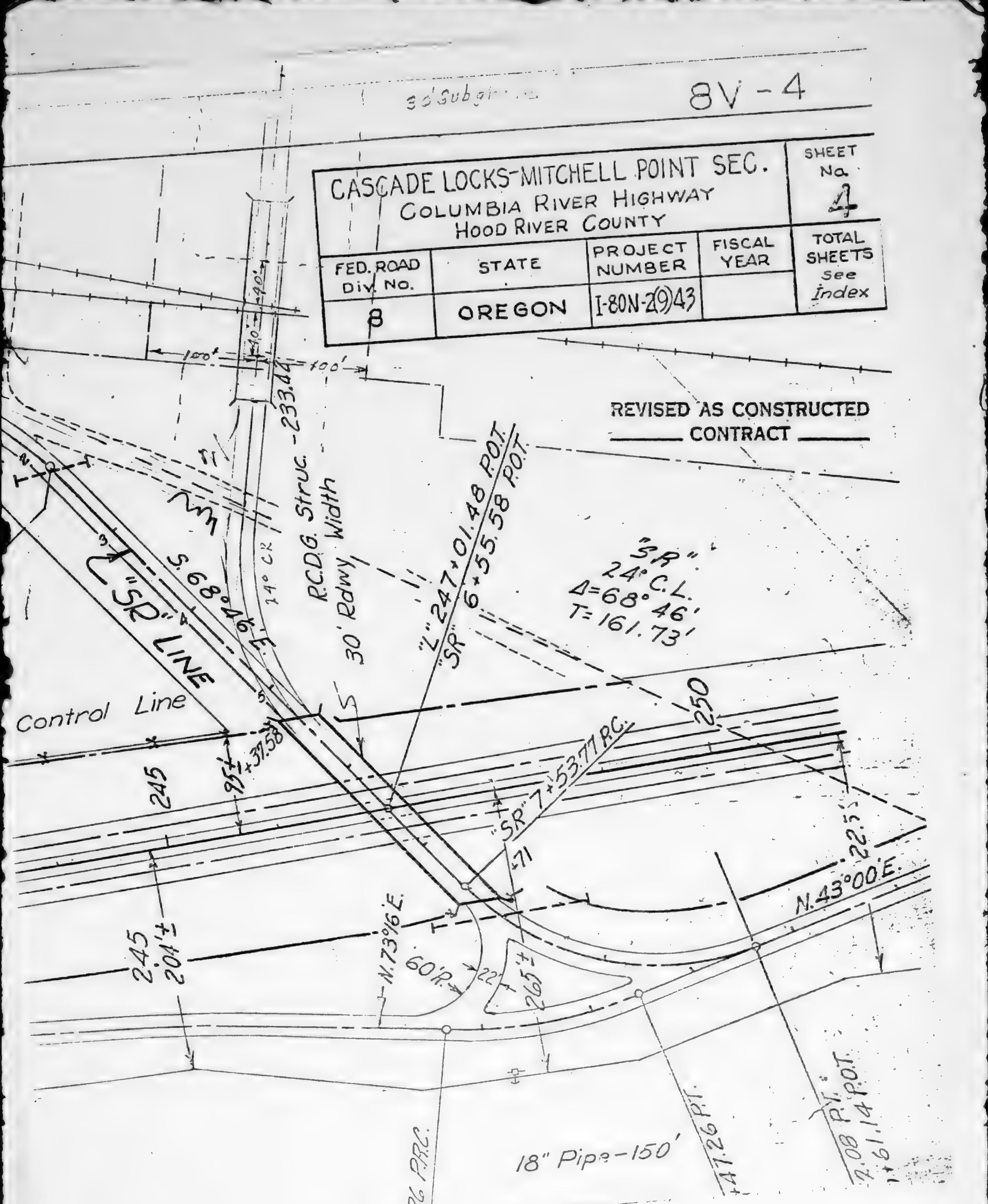
8V-4

CASCADE LOCKS-MITCHELL POINT SEC.
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

SHEET No. 4

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(9)43		See Index

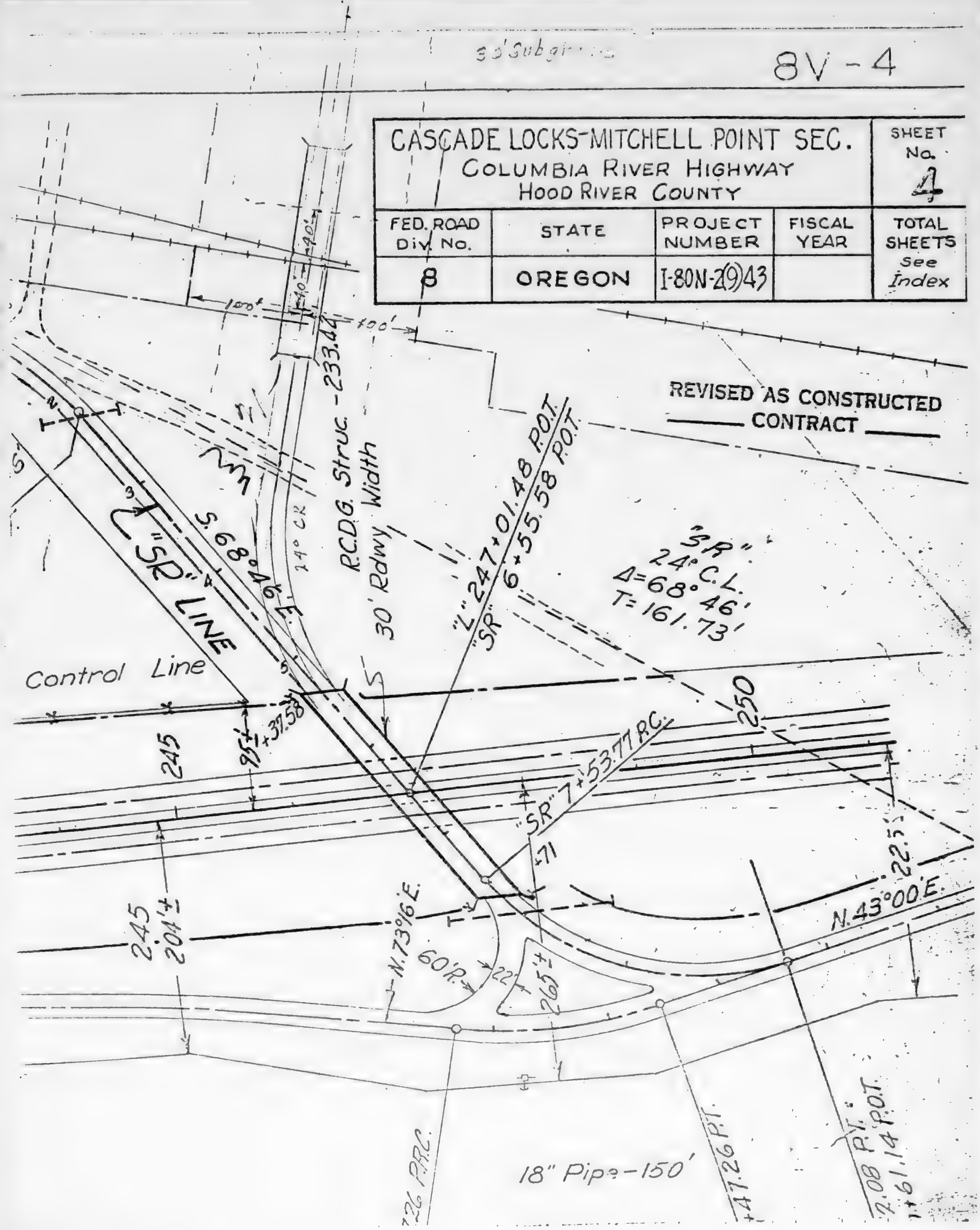
REVISED AS CONSTRUCTED
______ CONTRACT ______

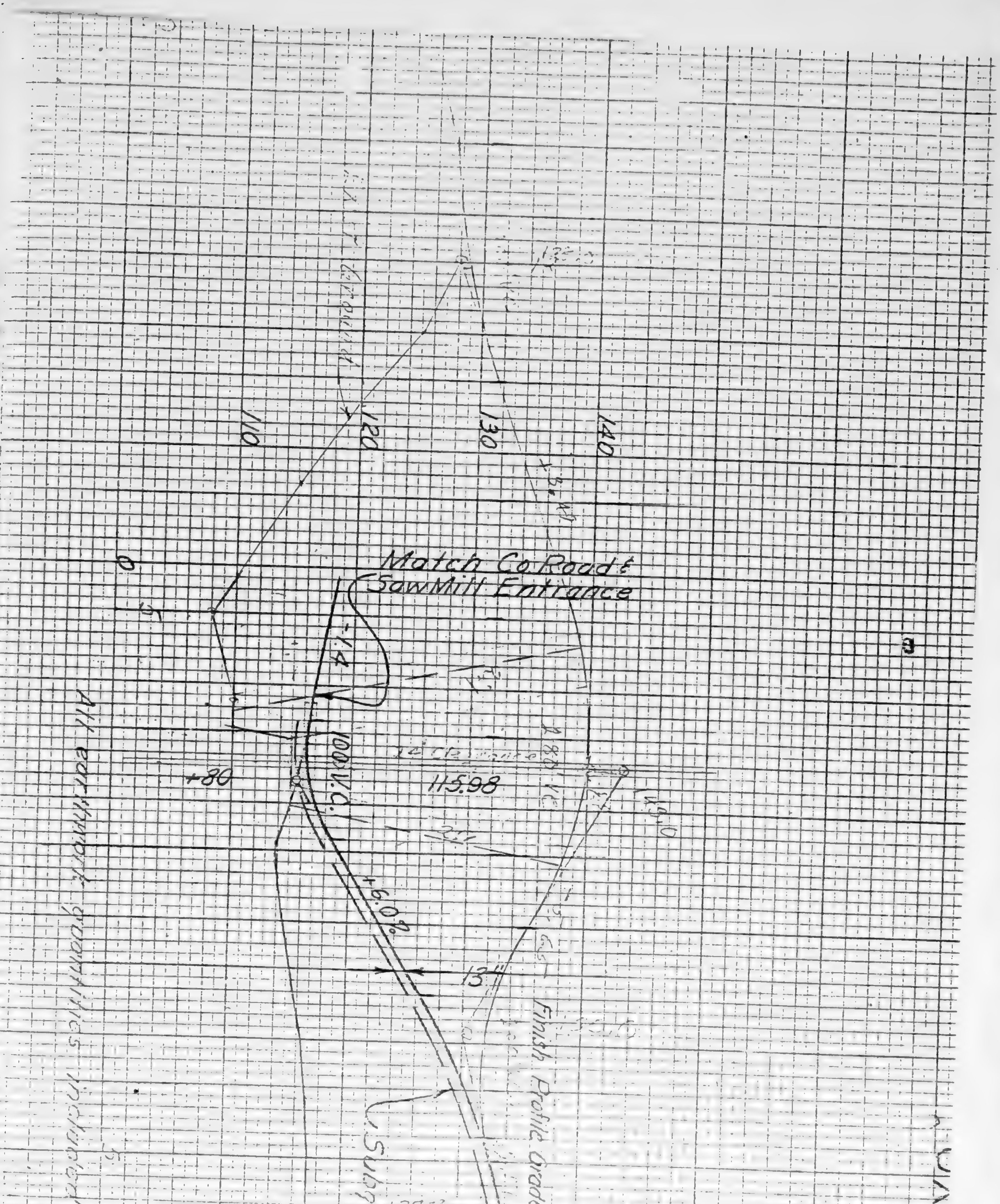


8V-4

CASCADE LOCKS-MITCHELL POINT SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(9)43		See Index

REVISED AS CONSTRUCTED
CONTRACT




Match Co. Road &
SawMill Entrance
110
120
130
140
Ex. Ground
135.0
0
-1.4
100' V.C.
+80
115.98
+6.0%
13"
Finish Profile Grade 1141.8
Subgrade
+37.58
+95
1411.8
All earthwork quantities included in
3

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
October 11, 1972

SUBJECT: Flow Easements
Fountain Slide Section
Columbia River Highway
Hood River County
Prefix No. 614-1975-901

To: Mr. Frank Hall
Design Engineer
Salem, Oregon

Attention: Lyle K. Watson

As per your request, enclosed herewith are ten copies of Easements in disposal area (Fountain Slide) Section, Columbia River Highway. Three copies are Flowage Easements in said area, and others are U.S. Government and Utilities Easements. A search was made of records in Hood River County Court House and title Co. from which this list is compiled.

W. Reid Meritt
W. Reid Meritt,
Resident Engineer

cc: J. F. Putnam
Enclosure

PC:pc

1
2
3

RECEIVED

Fountain Slide [illegible] (Flowage & other easements)

[illegible]

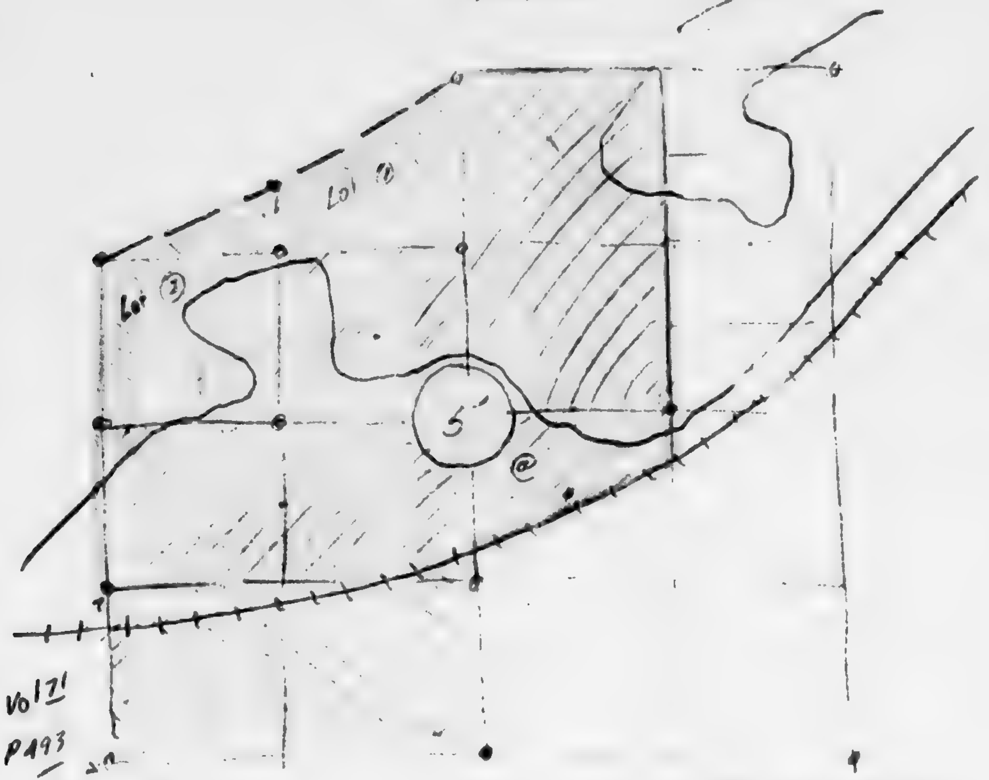
	[illegible]	[illegible]	
	[illegible]	476,477	Condemnation [illegible] U.S. Govt. [illegible] Flowage Ease. 1936 U.S. Miller [illegible]
	[illegible]	531	Flowage Ease. SW¼, SW¼ Sec. [illegible] 2 N R 9 E. 1936 John [illegible], [illegible] & U.S. Govt
	14	126	To Pac. [illegible] NE¼, SW¼, S [illegible] NW¼, SE¼ Sec. [illegible] T2N R8 [illegible] RR R/W 1920 Between [illegible]
X	[illegible]	[illegible]	1930 [illegible] SW¼ – SW¼, SE¼ Sec 5 T2N R8
X	66	168	To City of [illegible] (for [illegible]) SE¼ SW¼ Sec 5 T2N (South of Hwy) 1960
X	61	106	To City of [illegible] R/W adj to Hwy R/W SW¼, SE¼ [illegible] Sec 5 1965
X	65	509,510	To U.S. Govt. SE¼, SW¼, [illegible] 1959
X	28	138,	To U.S. [illegible] (Judgement [illegible]) 1940.
X	36	533	To West Coast Power Co 1937 NE¼, SE¼ Sec 6
X	97	353	To U.S. Govt. [illegible] West Coast Power Co. 1939 Flowage Ease.

Disposal Area

Sec [illegible] T [illegible] 8

(Port of Cascade Locks)

Vol 31 p. 111
7/14/44



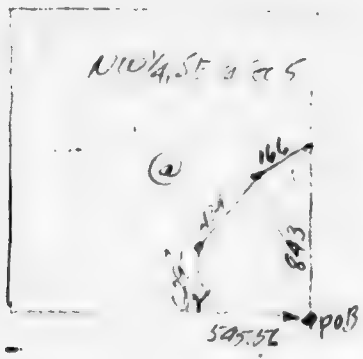
Vol 21
P493

C.M. D.T.
4/20/62

~~1450~~

Flowage Ease.
Book 25 p.476 x

Telephone
Book H p. 119 (1906)



1/4
SW, SW.1/4 Sec 5 Flow Ease
Bk 25 p531 x

25-476

44320 The United States vs Willow M. Miller et vir et al

JUDGMENT

Filed for record Oct. 17, 1936 at 8:20 A. M.

IN THE DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF OREGON

BE IT REMEMBERED, That on Monday, the 5th day of October, 1936, the same being the 70th Judicial day of the Regular July Term of said Court, the following proceedings, among others, were had before the Honorable John H. McNary United States District Judge, for said District, to wit:

IN THE DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF OREGON

UNITED STATES OF AMERICA,)
Petitioner,) No. L-12610
vs.) FINAL JUDGMENT IN CONDEMNATION
WILLOW M. MILLAR and WILLIAM R. MILLAR, her husband, W. H. HULZ, C. T. SMITH, EMMA C. HAMILTON and HOOD RIVER COUNTY, OREGON)
Defendants)

NOW AT THIS TIME This matter coming on to be heard upon an application for final judgment and decree, the Petitioner appearing by J. W. McCulloch, Special Assistant to the Attorney General, and the defendants appearing by Griffith, Peck & Coke, and Clarence D. Phillipha their attorneys;

And it appearing to the Court that on the 24th day of July, 1936, this Court entered a Judgment on the verdict in the above entitled cause, wherein the Court ordered and adjudged that on the payment into the registry of this Court of the sum of Seventeen Thousand Five Hundred Sixty-one Dollars ($17,561), that the flowage easement over the lands described in said proceeding be condemned and appropriated to the use of the Petitioner, the United States of America;

And it now appearing to the Court that the amount of money above set forth has been paid into the registry of this Court, and that said money is now in the possession of the Clerk of this Court, subject to the orders of the Court;

NOW THEREFORE, IT IS ORDERED, ADJUDGED AND DECREED that the right and easement to overflow and flood the lands described in said proceeding, up to the 94-foot contour line above mean sea level, together with the right to go upon, after January 1, 1937, and remove therefrom timber, brush and driftwood, is hereby vested in the Petitioner herein, the United States of America.

The lands and premises over which said right and easement is hereby granted are particularly described as follows:

> All that part of the W½ NE¼, SE¼ NW¼, N½ SW¼, NW¼ SE¼ and Lots 1 and 2, all in Section 5, Township 2 North, Range 8 East of the Willamette Meridian, in Hood River County, Oregon, lying between the ordinary high water mark of the Columbia River on said lands, and the 94-foot contour line above mean sea level on said lands. The area of the said lands between ordinary high water mark and the 94-foot contour line above sea level, over which a flowage easement is sought in this proceeding is approximately 165 acres.

IT IS FURTHER ORDERED AND DIRECTED that the Clerk of this Court, pay to the defendant Emma C. Hamilton, the amount due as principal and interest on the mortgage held on said lands, and pay to the defendant Hood River County, the amount of taxes due on said lands, and then pay to the defendants Willow M. Millar and Willaim R. Millar the balance of said sum of Seventeen Thousand Five Hundred Sixty-one Dollars ($17,561) without any deductions for commission or poundage fees, taking receipts therefor to be filed in said cause.

Done and dated this 5th day of October, 1936.

John H. McNary
United States District Judge.

Filed October 5, 1936
G. H. Marsh, Clerk.

UNITED STATES OF AMERICA)
) ss.
DISTRICT OF OREGON)

I, G. H. Marsh, Clerk of the United States District Court for the District of Oregon, do hereby certify that the foregoing copy of Final Judgment in Condemnation, in cause No. L-12610, United States of America vs Willow M. Millar, et al., has been com-

pared by me with the original thereof, and that it is a correct transcript therefrom, and of the whole of such original, as the same appears of record and on file at my office and in my custody.

BE IT REMEMBERED, That on Monday, the 5th day of October, 1936, the same being the 70th Judicial day of the Regular July Term of said Court, the following proceedings, among others, were had before the Honorable John H. McNary United States District Judge, for said District, to wit:

IN THE DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF OREGON

UNITED STATES OF AMERICA,)
Petitioner,) No. L-12610
vs,) FINAL JUDGMENT IN CONDEMNATION
WILLOW M. MILLAR and WILLIAM R. MILLAR, her husband, W. H. HULZ, C. T. SMITH, EMMA C. HAMILTON and HOOD RIVER COUNTY, OREGON)
Defendants)

NOW AT THIS TIME This matter coming on to be heard upon an application for final judgment and decree, the Petitioner appearing by J. W. McCulloch, Special Assistant to the Attorney General, and the defendants appearing by Griffith, Peck & Coke, and Clarence D. Phillipha their attorneys;

And it appearing to the Court that on the 24th day of July, 1936, this Court entered a Judgment on the verdict in the above entitled cause, wherein the Court ordered and adjudged that on the payment into the registry of this Court of the sum of Seventeen Thousand Five Hundred Sixty-one Dollars ($17,561), that the flowage easement over the lands described in said proceeding be condemned and appropriated to the use of the Petitioner, the United States of America;

And it now appearing to the Court that the amount of money above set forth has been paid into the registry of this Court, and that said money is now in the possession of the Clerk of this Court, subject to the orders of the Court;

NOW THEREFORE, IT IS ORDERED, ADJUDGED AND DECREED that the right and easement to overflow and flood the lands described in said proceeding, up to the 94-foot contour line above mean sea level, together with the right to go upon, after January 1, 1937, and remove therefrom timber, brush and driftwood, is hereby vested in the Petitioner herein, the United States of America.

The lands and premises over which said right and easement is hereby granted are particularly described as follows:

> All that part of the W½ NE¼, SE¼ NW¼, N½ SW¼, NW¼ SE¼ and Lots 1 and 2, all in Section 5, Township 2 North, Range 8 East of the Willamette Meridian, in Hood River County, Oregon, lying between the ordinary high water mark of the Columbia River on said lands, and the 94-foot contour line above mean sea level on said lands. The area of the said lands between ordinary high water mark and the 94-foot contour line above sea level, over which a flowage easement is sought in this proceeding is approximately 165 acres.

IT IS FURTHER ORDERED AND DIRECTED that the Clerk of this Court, pay to the defendant Emma C. Hamilton, the amount due as principal and interest on the mortgage held on said lands, and pay to the defendant Hood River County, the amount of taxes due on said lands, and then pay to the defendants Willow M. Millar and Willaim R. Millar the balance of said sum of Seventeen Thousand Five Hundred Sixty-one Dollars ($17,561) without any deductions for commission or poundage fees, taking receipts therefor to be filed in said cause.

Done and dated this 5th day of October, 1936.

John H. McNary
United States District Judge.

Filed October 5, 1936
G. H. Marsh, Clerk.

UNITED STATES OF AMERICA)
) ss.
DISTRICT OF OREGON)

I, G. H. Marsh, Clerk of the United States District Court for the District of Oregon, do hereby certify that the foregoing copy of Final Judgment in Condemnation, in cause No. L-12610, United States of America vs Willow M. Millar, et al., has been com-

pared by me with the original thereof, and that it is a correct transcript therefrom, and of the whole of such original, as the same appears of record and on file at my office and in my custody.

In testimony whereof I have hereunto set my hand and affixed the seal of said court at Portland, in said District, this 15th day of October 1936.

G. H. Marsh, Clerk,

U. S. District
Court Seal

By F. L. Buch Chief Deputy Clerk

44493 Compared John Conlon et al to United States of America

FLOWAGE EASEMENT

Filed for record Dec 1, [illegible]

THIS INDENTURE, made this 23rd day of October, [illegible], between John Conlon and Alma Conlon, his wife, Len Conlon, a single man, and Allen Conlon, a single man, hereinafter called the Grantors, and the United States of America, hereinafter called the Government, witnesseth:

THAT WHEREAS, the Government is constructing a dam across the Columbia River between the States of Oregon and Washington at Bonneville, Oregon, and upon the completion of said dam will operate and maintain a spillway, power house and [illegible]

WHEREAS, under operating conditions, all lands abutting on either bank of said river from Bonneville to the Celilo Canal which are below the elevation of the backwater curve which begins at the dam at 72.0 feet above mean sea level (as determined by reference to the U. S. C. & G. S. bench mark. B. 24, situate about one mile east along the Oregon-Washington Railroad & Navigation Company's track from Warrendale, Multnomah County, Oregon, in the north end of a concrete culvert, at elevation 72.5[illegible] feet) will be [illegible] flooded; and

WHEREAS, the Government in operating said structures, will increase periodically the depth and duration of the overflow on a portion of said lands, [illegible] above elevation 72.0 feet and

WHEREAS, the Government desires to purchase a perpetual flowage easement from the said Grantors, and said Grantors desire to sell said perpetual flowage easement to the Government;

NOW THEREFORE, the said Grantors, for and in consideration of the sum of One Hundred Dollars ($100.00), cash in hand paid by the Government, the receipt whereof is hereby acknowledged, do hereby grant, bargain, sell and convey to the Government or its assigns, for ever, the full and perpetual right, power, privilege and easement to overflow, as hereinbefore stated, all that portion of the following described lands lying below the 93.9-foot contour line above mean sea level, as determined by reference to the U. S. C. & G. S. datum, containing 2.68 acres, more or less, situate in the County of Hood River and State of Oregon:

> The SW¼ SW¼ of Section 5, Township 2 North, Range 8 East of the Willamette Meridian, excepting therefrom the following:
>
> a. Right of way granted the Pacific Telephone and Telegraph Company, for pole lines.
>
> b. A strip of land 60 feet wide granted Hood River County for road purposes.
>
> c. A strip of land 100 feet wide granted the Oregon-Washington Railroad & Navigation Company, for railroad right of way.

TO HAVE AND TO HOLD unto the Government or its assigns, forever, together with the right to go upon the lands above described from time to time as the occasion may require and remove therefrom the timber and other natural growth, and any accumulations of brush, trash or driftwood;

And the said Grantors covenant that they are in the quiet and peaceful possession of lands, and that they will and their heirs, executors and administrators shall warrant and forever defend the title to the right, power, privilege and easement hereby granted and conveyed, as aforesaid, to the Government or its assigns, against the lawful claims of all persons whomsoever.

And the said Grantors, in consideration of the above specified sum, also hereby release the Government from all claims for damages that have accrued or may hereafter accrue to them by reason of the overflowing of the above described land.

IN TESTIMONY WHEREOF, the said Grantors have hereunto set their hands and affixed their seals on this the day and year first above written.

John Conlon (SEAL)

Alma Conlon (SEAL)

Ben Conlon (SEAL)

Allen Conlon (SEAL)

STATE OF OREGON)
) ss.
County of Hood River)

BE IT REMEMBERED, that on this 26th day of August, 1936, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Ben Conlon, a single man, and Allen Conlon, a single man, who are known to me to be the identical individuals described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and notarial seal the day and year last above written.

G. W. Shoemaker
Notary Public for Oregon
My Commission Expires Feb. 19, 1940

(NOTARIAL SEAL)

STATE OF OREGON)
) ss.
County of Multnomah)

BE IT REMEMBERED, that on this 3rd day of October, 193[illegible], before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named John Conlon and Alma Conlon, hiw wife, who are known to me to be the identical individuals described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and notarial seal the day and year last above written.

G. W. Shoemaker
Notary Public for Oregon
My Commission Expires Feb. 19, 1940

(NOTARIAL SEAL)

[illegible] as to form and execution

[illegible] U. S. Attorney General

Office Chief of Engineers
13 [illegible]
(Bonneville Dam) 330/1

Received Oct 23 19[illegible] at 1[illegible]
Settlement Administration
Land Utilization
Mail & Files Section

Charles [illegible]. Miller et ux to Boyd E. Miller

My commission expires Jan. 9, 1921.

21466 Ben Conlon to The Pacific Telephone and Telegraph Company

RIGHT OF WAY DEED

COMPARED

Filed for record March 2, 1920 at 9:27 A.M.

Jan. 30., 1920

For and in consideration of the sum of One ($1.00) Dollar, receipt whereof is hereby acknowledged, a right, of- way, is hereby granted to The Pacific Telephone and Telegraph Company, its successors and assigns, with the right to erect and maintain poles, with the neccessary wires and fixtures thereon, and to keep same free from foliage across that certain property belonging to Ben Conlon, and situated in the County of Hood River, State of Oregon, and described as follows:

The Southwest ¼ of the Southwest ¼ of Section 5 Township 2 North Range 8 East W. M.,

Said right-of-way herein granted shall be as staked at the present time across that portion of the above described properties lying between the Columbia Highway and the O. W. R. & N., Right of Way.

It is understood that the employes of said Telephone Company shall, at any time when neccessary, have access to said right of way and the poles and wires thereon, for purposes [illegible], provided always that said Telephone Company shall be responsible for any damage which may be unneccessarily done tothe property above described.

Witness: (SIGNED) Ben Conlon.

Matt Johnson

E. B. Schonenbach.

Approved as to form:

H. D. Pillsund,

General Attorney

STATE OF OREGON }
County of Hood River } ss.

BE IT REMEMBERED, That on this 30th day of January, A.D., 1920, before me, the undersigned a Notary Public in and for said County and State, personally appeared the within named Ben Conlon, who is known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

(NOTARIAL SEAL) IN TESTIMONY WHEREOF, I have hereunto set my hand and Notarial seal the day and year last above written.

E. B. Schonenbach, Notary Public for [illegible]

My commission expires Jan. 9, 1921.

21467 [illegible]

22-14

35729 Ben Conlon et al to Pacific Telephone & Telegraph Company

COMPARED

EASEMENT

Filed for record Jan. 25, 1930, at 9:25 A. M.

FOR AND IN CONSIDERATION of the sum of One Dollar ($1.00), receipt whereof is hereby acknowledged, the undersigned, (hereinafter referred to as the Grantor), does hereby grant a right of way to the PACIFIC TELEPHONE AND TELEGRAPH COMPANY, its successors and assigns (hereinafter referred to as the Grantee) for the purpose of erecting, operating and maintaining a line of poles, with the necessary wires, cables and fixtures thereon as required for the business of said Grantee; and also for the purpose of placing (at any time), operating and maintaining along, and/or adjacent to said pole line, underground cables with the necessary conduits and man-holes therefor; through and across the following described lands situated in the County of Hood River, State of Oregon:

> The South Half of the Southwest quarter (S½ SW¼) and the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section Five (5) Township Two (2) North of Range Eight (8) East of the Willamette Meridian; said tract of land being more exactly described in record of deeds for said County and State in Book 7 page 614 and Book 8, page 637.

The Grantee, its contractors and employees shall, at all times, have full and free ingress to and egress from said lands for the purposes of repairs, replacement, removal or other purposes necessary for the benefit of said Grantee; provided always that said Grantee shall be responsible for any damages which may be unnecessarily done to said property.

The Grantee shall have the right to fell (fruit and nut trees excepted), or keep trimmed, all trees and brush as and when said Grantee may elect, within a strip fifty (50) feet on either side of the center of said line of poles through the above described property; excepting through that part of said tract commencing at the [illegible] bank of Big Herman Creek and running Westerly along said right of way to a point One hundred (100) feet West of the Little Herman Creek, which right of way shall be Ten (10) feet on either side of the center of said line of poles, through which the Grantee is granted the right to fell or keep trimmed all trees and brush as and when the Grantee may elect. Said Grantee is also granted the right to top (not more than four feet below the lead) any trees or brush along said line of poles that in falling would reach within five (5) feet of said telephone leads; it being understood the Grantee will trim all trees by it felled and burn, or otherwise dispose of, the trimmings and brush, to the satisfaction of the Grantor. [illegible] shall remain the property of the Grantor.

The Grantor agrees not to do, or grant any permit to do, any blasting or discharge any explosives within a distance of three hundred (300) feet of said line of poles without first giving the Grantee Ten (10) days notice in writing before so doing.

The Grantor agrees not to grant a right or permit for the erection or maintenance of any electric power transmission line or lines upon or over said property, in excess of five hundred (500) volts, parallel with and within fifteen hundred (1500) feet of Grantee's right of way, or in crossing said right of way at an angle of less than thirty-five (35) degrees.

The conditions and provisions herein mentioned shall inure to the benefit of, and be binding upon the heirs, executors, administrators, successors and assigns of the respective parties hereto.

Ben Conlon

John Conlon

Allen Conlon

STATE OF OREGON }
County of Hood River } ss

BE IT REMEMBERED, that on this [illegible]th day of January, A. D. 1930, before me, the undersigned, [illegible] acknowledged, the undersigned, hereinafter,

a right of way to the PACIFIC TELEPHONE AND TELEGRAPH COMPANY, its successors and assigns (hereinafter referred to as the Grantee) for the purpose of erecting, operating and maintaining a line of poles, with the necessary wires, cables and fixtures thereon as required for the business of said Grantee; and also for the purpose of placing (at any time), operating and maintaining along, and/or adjacent to said pole line, underground cables with the necessary conduits and man-holes therefor; through and across the following described lands situated in the County of Hood River, State of Oregon:

> The South Half of the Southwest quarter (S½ SW¼) and the Southwest quarter of the Southeast quarter (SW¼ SE) of Section Five (5) Township Two (2) North of Range Eight (8) East of the Willamette Meridian; said tract of land being more exactly described in record of deeds for said County and State in Book 7 page 614 and Book 8, page 637.

The Grantee, its contractors and employees shall, at all times, have full and free ingress to and egress from said lands for the purposes of repairs, replacement, removal or other purposes necessary for the benefit of said Grantee; provided always that said Grantee shall be responsible for any damages which may be unnecessarily done to said property.

The Grantee shall have the right to fell (fruit and nut trees excepted), or keep trimmed, all trees and brush as and when said Grantee may elect, within a strip fifty (50) feet on either side of the center of said line of poles through the above described property; excepting through that part of said tract commencing at the West bank of Big Herman Creek and running Westerly along said right of way to a point one hundred (100) feet West of the Little Herman Creek, which right of way shall be Ten (10) feet on either side of the center of said line of poles, through which the Grantee is granted the right to fell or keep trimmed all trees and brush as and when the Grantee may elect. Said Grantee is also granted the right to top (not more than four feet below the lead) any trees or brush along the said line of poles that in falling would reach within five (5) feet of said telephone lead; it being understood the Grantee will trim all trees by it felled and burn, or otherwise dispose of, the trimmings and brush, to the satisfaction of the Grantor. Logs, if any, shall remain the property of the Grantor.

The Grantor agrees not to do, or grant any permit to do, any blasting or discharge of any explosives within a distance of three hundred (300) feet of said line of poles without first giving the Grantee Ten (10) days notice in writing before so doing.

The Grantor agrees not to grant a right or permit for the erection or maintenance of any electric power transmission line or lines upon or over said property, in excess of five hundred (500) volts, parallel with and within fifteen hundred (1500) feet of Grantee's right of way, or in crossing said right of way at an angle of less than thirty-five (35) degrees.

The conditions and provisions herein mentioned shall inure to the benefit of, and be binding upon the heirs, executors, administrators, successors and assigns of the respective parties hereto.

Ben Conlon

John Conlon

Allen Conlon

STATE OF OREGON }
County of Hood River } ss

BE IT REMEMBERED, that on this [illegible]th day of January, A. D. 1930, before me, the undersigned, a Notary Public in and for the said County and State, personally appeared the within named Ben Conlon, John Conlon and Allen Conlon, all unmarried, who are known to me to be the identical individuals who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN WITNESS WHEREOF, I have hereunto set my hand and Notarial seal the day and year last written above.

S. A. McAllister, Notary Public for Oregon.
My Commission Expires October 1[illegible], 19[illegible]

(NOTARIAL SEAL)

- -

66-168

156-

BOOK 66 168

JAN 19 11

D.E. Miller
E. Ayres

2

156-1959

EASEMENT.

FOR AND IN CONSIDERATION OF Ten Dollars ($10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, a right of way is granted to the CITY OF CASCADE LOCKS, a municipal corporation of the State of Oregon, with the right to erect and maintain an electric transmission line with poles, wires, guy wires not extending more than 20 feet from the poles, and to keep the same free from foilage, across the following described property in the County of Hood River, State of Oregon:

> That part of the Southeast quarter of the Southwest quarter of Section 5, Township 2 North, Range 8 East of the Willamette Meridian, that is North of the re-routed Inter-State Highway.

as the same now is or will be established within one (1) year from date commencing with one pole along the North right of way line of said Inter-State Highway, thence westerly along said line a distance of approximately 300 feet, more or less, to the point of intersection with the existing fence line running North and South, thence North along said fence line to the North line of said quarter-quarter.

It is understood that the City and its employees and agents shall, when necessary, have access to said right of way and the poles and wires thereon, for the purpose of repairs, maintenance, and inspection, provided that the City is responsible shall be responsible for any damage that may be unnecessarily done to the real property above described.

WITNESS our hands and seals this 5th day of August, 1959.

Elizabeth H. [illegible] (SEAL)
[illegible]

_________________________ (SEAL)

_________________________ (SEAL)

_________________________ (SEAL)

LAW OFFICES
[illegible]

E. Miller
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ugust, 1959.

_____(SEAL)
Conlon
_____(SEAL)
_____(SEAL)
_____(SEAL)

STATE OF OREGON)
COUNTY of Multnomah) ss. August 5, 1959

Personally appeared ELIZABETH H. SEMPLE, who, being first duly sworn, did say that she is the executrix of the Last Will and Testament of ALLEN CONLON, deceased, and that she executed the foregoing instrument by authority of and on behalf of her capacity as such fiduciary, and she acknowledged said instrument to be her free act and deed as such executrix. Before me:

NOTARY PUBLIC

Notary Public for Oregon
My commission expires: Feb. 14-19

STATE OF_______________)
County of_______________) ss. August_____, 1

Personally appeared the within named _______________ and _______________, husband and wife, and acknowledged the foregoing instrument to be their voluntary act and deed. Before me:

Notary Public for Oregon
My commission expires:_______

STATE OF _______________)
County of _______________) ss. August _______,

Personally appeared the within named _______________ and _______________, husband and wife, and acknowledged the foregoing instrument to be their voluntary act and deed. Before me:

Notary Public for Oregon
My commission expires:_______

LAW OFFICES
[illegible] & ABRAHAM
[illegible]
[illegible]

81-106

LOT 42

BOOK 81 PAGE 106

114796

RIGHT OF WAY EASEMENT

FOR AND IN CONSIDERATION of One Dollar and other good and valuable consideration to us in hand paid, the receipt of which is hereby acknowledged, a right of way and easement is granted to the CITY OF CASCADE LOCKS, a municipal corporation of the State of Oregon, with the right to maintain and erect an electric transmission line with poles, wires, guy wires not extending laterally more than 25 feet from each side of the poles, and to keep the same free from foliage across the following described property in the County of Hood River, State of Oregon:

1. A parcel of land 50 feet wide [illegible] to the Oregon State Highway [illegible] at approximately station 241 easterly [illegible] 254 + 00 [illegible] the SW¼ of Section 5, twp 2 North [illegible]

Together with all right of ingress and egress necessary for the full and complete use, occupation and enjoyment of the easement hereby granted and all rights, privileges incident thereto, including the right from time to time to cut, trim and remove trees, brush, and overhanging branches and other obstructions which may injure or interfere with the grantee's use, occupation or enjoyment of the easement and operation, maintenance, and repair of the grantees electrical system,

PROVIDED, however, that the City is responsible and shall be responsible for any damage that may be unnecessarily done to the real property above described.

The use of the property not necessary for such pole line and rights herein granted shall remain in the grantors.

[illegible] our hands and seals this 3rd day of February, [illegible]

_______________ (SEAL)

_______________ (SEAL)

_______________ (SEAL)

_______________ (SEAL)

[illegible] February 3, 1965.

Personally appeared the within named [illegible] Doutnit and [illegible] M. Doutnit and acknowledged the foregoing instrument to be their voluntary act and deed. Before me:

____

Notary Public for [illegible]

My Commission Expires: [illegible]

(SEAL)

To Sheldon
to Corbin

65-509,510

WARRANTY DEED AND
TRANSMISSION LINE EASEMENT

FOR AND IN CONSIDERATION of the sum of ONE THOUSAND TW[illegible] ($1,200.00), in hand paid, receipt of which is hereby acknowle[illegible] AND CECELIA M. DOUTHIT, husband and wife, ALMA D. CONLON [illegible] wife and husband, ALMA JEAN CONLON MACINNIS AND DONALD B. MA[illegible] and SHIRLEY ANN CONLON FRANCIS AND PAUL M. FRANCIS, wife and [illegible] granted, bargained, and sold and by these presents do hereby gr[illegible] and convey unto the UNITED STATES OF AMERICA and its assigns, [illegible] tract or parcel of land in the County of Hood River, in the [illegible]

A tract of land in the SE¼SW¼ of Sectio[illegible] Range 8 East, Willamette Meridian, Hood River [illegible] more particularly described as:

Beginning at a point in the SE¼SW¼ of Section 5, [illegible] North, Range 8 East, Willamette Meridian, said point be[illegible] N. 42°53'20" W. a distance of 629.7 feet from the quart[illegible] corner on the south line of said Section 5; thence [illegible] a distance of 235.0 feet; thence N. 30°52'10" W. a [illegible] 280.0 feet to the southeasterly boundary line of [illegible] for relocated Columbia River Highway; thence N[illegible] said right of way a distance of 235.1 feet; thenc[illegible] a distance of 286.7 feet to the point of beginnin[illegible] 53 acres, more or less.

ALSO, a permanent easement and right of way fo[illegible] lines of electric power transmission structures and [illegible] lines, including the right to erect such poles, transmissi[illegible] structures, wires, cables and appurtenances as are necessa[illegible] in, over, upon and across a parcel of land in the SE¼SW¼ o[illegible] Township 2 North, Range 8 East, Willamette Meridian, Hood [illegible] Oregon, more particularly described as follows:

Beginning at a point in the SE¼SW¼ of Section [illegible] North, Range 8 East, Willamette Meridian, said point be[illegible] N. 42°53'20" W. a distance of 629.7 feet and S. [illegible] W. distance of 32.6 feet from the quarter section corner on the south line of said Section 5; thence S. 30°52'10" [illegible] of 212.7 feet, more or less, to the northwesterly boundar[illegible] of the right of way for the U. S. Bonneville Power Admini[illegible] tion's Bonneville-The Dalles transmission line; thence [illegible] westerly along said right of way a distance of 150.0 feet; [illegible] N. 30°52'10" W. a distance of 212.7 feet; thence N. [illegible] a distance of 150.0 feet to the point of beginning

together with the present and future right to clear said right of way [illegible] clear of brush, timber, structures and fire hazards, provided that [illegible] not be interpreted to include any growing crops other than trees; and also [illegible] and future right to top, limb or fall all growing and dead trees and snags ([illegible] called "danger trees") located on land owned by the Grantors adjacent to the [illegible] described right of way which could fall within 25 feet of the centerline or center [illegible] of the electric transmission facilities hereinbefore described; provided, however [illegible] is agreed that compensation is included in the consideration stated above for tre[illegible] snags within strips of land 25 feet in width on the easterly side of and 50 [illegible] on the westerly side of and contiguous to said right of way that (a) are danger [illegible] on June 1, 1959 (hereinafter called "present danger trees") or (b) become danger [illegible] thereafter (hereinafter called "future danger trees"). The right to top, limb or fe[illegible] danger trees outside of said strips (hereinafter called "additional danger trees") [illegible] only be exercised within 3 years after all present danger trees have been [illegible], and the UNITED STATES OF AMERICA shall pay the person who is the owner thereof at the date [illegible] cutting such additional danger trees the market value prevailing at the [illegible] under authority of the UNITED STATES OF AMERICA, such payment to be made within a reasonable period of time after they have been so cut.

09 510

TO HAVE AND TO HOLD the said tract or parcel of land and said easement and rights unto the UNITED STATES OF AMERICA and its assigns, forever.

The Grantors covenant to and with the UNITED STATES OF AMERICA and its assigns that the title to all brush, timber or structures existing upon the right of way on June 1, 1959, and the title to all present danger trees shall vest in the UNITED STATES OF AMERICA on said date; and that title to any additional danger trees shall vest in the UNITED STATES OF AMERICA upon their being cut pursuant to the terms hereof; and that title to all future danger trees cut pursuant to the terms hereof shall remain in the owner thereof at the date of cutting; and that the consideration stated herein is accepted by the Grantors as full compensation for all damages incidental to the exercise of said easement and danger tree rights, except payment for any additional danger trees as defined hereinabove which may be cut under authority of the UNITED STATES OF AMERICA as herein provided.

The Grantors also covenant to and with the UNITED STATES OF AMERICA that Grantors are lawfully seized and possessed of the lands aforesaid; have a good and lawful right and power to sell and convey same; that same are free and clear of encumbrances, except as above indicated; and that Grantors will forever warrant and defend the title to said easement and the quiet possession thereof against the lawful claims and demands of all persons whomsoever.

DATED this ___ day of ___________, 19__.

Joallen Douthit
Joallen Douthit

Cecelia M. Douthit
Cecelia M. Douthit

Alma D. Conlon Beeler

Elmer S. Beeler

Alma Jean Conlon MacInnis
Alma Jean Conlon MacInnis

Donald B. MacInnis
Donald B. MacInnis

Shirley Ann Conlon Francis
Shirley Ann Conlon Francis

Paul M Francis
Paul M. Francis

STATE OF CALIFORNIA }
COUNTY OF SAN DIEGO } ss:

On the 11 day of September, 1964, personally came before me, a notary public in and for said County and State, the within-named JOALLEN DOUTHIT AND CECELIA M. DOUTHIT, husband and wife, to me personally known to be the identical persons described in and who executed the within and foregoing instrument and acknowledge to me that they executed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal the day and year last above written.

(SEAL)

Notary Public in and for the County,
State of CALIFORNIA
Residing at SAN DIEGO CALIFORNIA

My commission expires: SEPT 12, 19

28-138

52815 COMPARED **United States of America** to John Conlon, et al

T R A N S C R I P T

Filed for record May 11, 1940 at 11:37 A. M.

IN THE DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF OREGON

UNITED STATES OF AMERICA,
Petitioner,
v.
JOHN CONLON and ALMA CONLON, husband and wife, BEN CONLON, a single man, ALLEN CONLON, a single man, and HOOD RIVER COUNTY OREGON,
Defendants.

No. Civil 237

FINAL JUDGMENT IN CONDEMNATION

Now at this time, this matter coming on to be heard upon application for final [illegible] herein, and the petitioner, United States of America, appearing by and through Bernard [illegible] [illegible], [illegible] ney, Department of Justice, and the defendants appearing not, and said defendants having heretofore [illegible] in and submitted themselves to the jurisdiction of this Court and having expressly waived the intervention [illegible] jury for the purpose of determining the amount of compensation to be paid for the taking of the lands [illegible] described by and through their petition for payment of award; AND IT APPEARING TO THE COURT that pursuant Section 357 of the Act of Congress approved on the 1st day of August, 1888, entitled "Condemnation [illegible] diction", any officer of the Government authorized to procure real estate for public uses was [illegible] acquire the same by condemnation under judicial process, and that by Act of Congress of the United States approved on August 20, 1937, entitled "An Act to Authorize the Completion, Maintenance and Operation [illegible] Project for Navigation and Other Purposes" (50 Stat. 732), provision was made for the [illegible] strator for the Bonneville Project, and that said administrator was and is authorized to acquire [illegible] the United States any land necessary or appropriate for construction, operation and maintenance [illegible] transmission lines for use in connection with the Bonneville Project, and that pursuant to and by virtue of said authority the administrator of the Bonneville Project has selected for acquisition by the United States [illegible] hereinafter described for use in connection with the Bonneville Project, and that pursuant to the provisions [illegible] the Act of Congress approved on August 20, 1937 (50 Stat. 732), heretofore cited, and pursuant to the provisions of the Act of Congress approved August 1, 1888 (25 Stat. 357), the Administrator of the Bonneville Project has determined and is of the opinion that it is useful, proper, necessary, advantageous and in the interest of the United States to acquire over, upon and across the lands hereinafter described an easement and right-of-way in perpetuity for the construction, operation and maintenance of one or more electric power transmission lines and necessary communication lines, subject to all existing roads, public utility easements and rights-of-way, [illegible] and conduits, and irrigation and drainage lines, ditches or canals thereon, by condemnation under judicial process, as authorized by the Act of Congress approved August 1, 1888 (25 Stat. 357); AND IT FURTHER APPEARING TO THE COURT that on the 20th day of November, 1939, this Court entered a judgment on the declaration of taking in the above entitled cause wherein and whereunder the Court ordered and adjudged that upon the filing of the Declaration of Taking herein and the depositing in the registry of the Court of the sum of $20[illegible].00, the United States of America did acquire title to a perpetual easement and right-of-way in perpetuity for the construction, operation and maintenance of one or more electric power transmission lines over and along the lands hereinafter described and situated in the County of Hood River, State of Oregon, free, clear and discharged from all liens, encumbrances, servitudes, easements, charges, demands, claims and covenants whatsoever, save and except existing roads, public utility easements and rights-of-way, pipes and conduits, and irrigation and drainage lines, ditches or canals thereon, and that the right to just compensation for the property so taken vested in the persons entitled thereto; AND IT FURTHER APPEARING TO THE COURT that at the time of the filing of the Declaration of Taking herein, the following named persons were in actual possession of the lands hereinafter described, and the owners of the fee title thereto, to wit: Ben Conlon, a single man, Allen Conlon, a single man, and Alma D. Conlon, personally and as Executrix of the Last Will and Testament of John Conlon, deceased, subject to no liens or charges of any kind or character whatsoever; AND IT FURTHER APPEARING TO THE COURT that the above-named owners, and each of them, did appear by and through their petition herein and did expressly submit to the jurisdiction of the Court and expressly consent to the entry of judgment by the Court as prayed for in the petition of the United States of America herein, and did expressly waive the intervention of a jury in determining the reasonable and just compensation to be paid for the taking of the lands hereinafter described; AND IT FURTHER APPEARING TO THE COURT from the evidence presented that the reasonable and just compensation to be paid to the owners of said lands was and is the sum of $335.00; AND IT FURTHER APPEARING TO THE COURT from the records and files herein that said sum of $335.00 together with interest thereon at the rate of 6% per annum from the date of the filing of the declaration of taking herein upon that portion of said sum that was not deposited in the registry of the Court at the time of the filing of said declaration of taking, has heretofore been deposited in the registry of the Court and has by the Clerk of the Court under proper orders of this Court been paid over to the persons entitled thereto, to-wit: Ben Conlon, a single man, Allen Conlon, a single man, and Alma D. Conlon, personally and as Executrix of the Last Will and Testament of John Conlon, deceased, as and for just compensation for the taking of said easement and right-of-way in perpetuity over and across the lands hereinafter described, subject to existing roads, public utility easements and rights-of-way, pipes and conduits, and irrigation and drainage lines, ditches or canals thereon, and that said sum was and is the fair and just compensation to be paid to the owners of said lands for the taking of said easement and right-of-way in perpetuity. NOW THEREFORE, it is by the Court at this time [illegible] ADJUDGED and DECREED that a perpetual easement and right-of-way in perpetuity for the construction, operation and maintenance of one or more electic power transmission lines, free, clear and discharged from all liens, en-[illegible] [illegible], charges, demands, [illegible]

IN THE DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF OREGON

UNITED STATES OF AMERICA,)
Petitioner,)
v.)
JOHN CONLON and ALMA CONLON,)
husband and wife, BEN CONLON,)
a single man, ALLEN CONLON, a)
single man, and HOOD RIVER COUNTY)
OREGON,)
Defendants.)

No. Civil 237

FINAL JUDGMENT
IN CONDEMNATION

Now at this time, this matter coming on to be heard upon application for final judgment [illegible] herein, and the petitioner, United States of America, appearing by and through Bernard [illegible] [illegible] ney, Department of Justice, and the defendants appearing not, and said defendants having heretofore appeared [illegible] in and submitted themselves to the jurisdiction of this Court and having expressly waived the intervention [illegible] jury for the purpose of determining the amount of compensation to be paid for the taking of the lands [illegible] described by and through their petition for payment of award; AND IT APPEARING TO THE COURT that pursuant [illegible] Section 357 of the Act of Congress approved on the 1st day of August, 1888, entitled "Condemnation [illegible] diction", any officer of the Government authorized to procure real estate for public uses was [illegible] acquire the same by condemnation under judicial process, and that by Act of Congress of the United States [illegible] approved on August 20, 1937, entitled "An Act to Authorize the Completion, Maintenance and Operation [illegible] Project for Navigation and Other Purposes" (50 Stat. 732), provision was made for the appointment [illegible] strator for the Bonneville Project, and that said administrator was and is authorized to acquire [illegible] the United States any land necessary or appropriate for construction, operation and maintenance [illegible] transmission lines for use in connection with the Bonneville Project, and that pursuant to and by virtue of said authority the administrator of the Bonneville Project has selected for acquisition by the United States [illegible] hereinafter described for use in connection with the Bonneville Project, and that pursuant to the provisions [illegible] the Act of Congress approved on August 20, 1937 (50 Stat. 732), heretofore cited, and pursuant to the [illegible] of the Act of Congress approved August 1, 1888 (25 Stat. 357), the Administrator of the Bonneville Project has determined and is of the opinion that it is useful, proper, necessary, advantageous and in the interest of the United States to acquire over, upon and across the lands hereinafter described an easement and right-of-way in perpetuity for the construction, operation and maintenance of one or more electric power transmission lines [illegible] necessary communication lines, subject to all existing roads, public utility easements and rights-of-way, [illegible] and conduits, and irrigation and drainage lines, ditches or canals thereon, by condemnation under judicial process, as authorized by the Act of Congress approved August 1, 1888 (25 Stat. 357); AND IT FURTHER APPEARING TO THE COURT that on the 20th day of November, 1939, this Court entered a judgment on the declaration of taking in the above entitled cause wherein and whereunder the Court ordered and adjudged that upon the filing of the Declaration of Taking herein and the depositing in the registry of the Court of the sum of [illegible], the United States of America did acquire title to a perpetual easement and right-of-way in perpetuity for the construction, operation and maintenance of one or more electric power transmission lines over and along the lands hereinafter described and situated in the County of Hood River, State of Oregon, free, clear and discharged from all liens, encumbrances, servitudes, easements, charges, demands, claims and covenants whatsoever, save and except existing roads, public utility easements and rights-of-way, pipes and conduits, and irrigation and drainage lines, ditches or canals thereon, and that the right to just compensation for the property so taken vested in the persons entitled thereto; AND IT FURTHER APPEARING TO THE COURT that at the time of the filing of the Declaration of Taking herein, the following named persons were in actual possession of the lands hereinafter described, and the owners of the fee title thereto, to wit: Ben Conlon, a single man, Allen Conlon, a single man, and Alma D. Conlon, personally and as Executrix of the Last Will and Testament of John Conlon, deceased, subject to no liens or charges of any kind or character whatsoever; AND IT FURTHER APPEARING TO THE COURT that the above-named owners, and each of them, did appear by and through their petition herein and did expressly submit to the jurisdiction of the Court and expressly consent to the entry of judgment by the Court as prayed for in the petition of the United States of America herein, and did expressly waive the intervention of a jury in determining the reasonable and just compensation to be paid for the taking of the lands hereinafter described; AND IT FURTHER APPEARING TO THE COURT from the evidence presented that the reasonable and just compensation to be paid to the owners of said lands was and is the sum of $335.00; AND IT FURTHER APPEARING TO THE COURT from the records and files herein that said sum of $335.00 together with interest thereon at the rate of 6% per annum from the date of the filing of the declaration of taking herein upon that portion of said sum that was not deposited in the registry of the Court at the time of the filing of said declaration of taking, has heretofore been deposited in the registry of the Court and has by the Clerk of the Court under proper orders of this Court been paid over to the persons entitled thereto, to-wit: Ben Conlon, a single man, Allen Conlon, a single man, and Alma D. Conlon, personally and as Executrix of the Last Will and Testament of John Conlon, deceased, as and for just compensation for the taking of said easement and right-of-way in perpetuity over and across the lands hereinafter described, subject to existing roads, [illegible] utility easements and rights-of-way, pipes and conduits, and irrigation and drainage lines, ditches or canals thereon, and that said sum was and is the fair and just compensation to be paid to the owners of said lands for the taking of said easement and right-of-way in perpetuity. NOW THEREFORE, it is by the Court at this time ORDERED and DECREED that a perpetual easement and right-of-way in perpetuity for the construction, operation and maintenance of one or more electic power transmission lines, free, clear and discharged from all liens, encumbrances, [illegible], easements, charges, demands, claims and covenants whatsoever, save and except existing roads, public utility easements and rights-of-way, pipes and conduits, and irrigation and drainage lines, ditches or canals thereon, over, upon and across the following described lands, to-wit:

All that part of the E½ of the NW¼ of Section 9, T. 2 N., R. 9 E., W.M., which lies within a strip of land one hundred fifty feet (150') in width, being seventy five feet (75') on each side of the Bonneville-The Dalles transmission line survey, said survey line being more particularly described as follows:

Beginning at a point which is the intersection of said survey line with the west line of the NW¼ of said

Section 8, said point being N. 0° 30' 08" E. along said west line, a distance of 116.64 feet from the quarter section corner on the west line of Section 8, T. 2 N., R. 8 E., W.M.; thence running N. 58° 24' 45" E. a distance of 2351.39 feet to a point which is the intersection of said survey line with the north line of the NW¼ of said Section 8, said point being S. 89° 53' 44" W. along said north line, a distance of 626.94 feet from the quarter section corner common to Sections 5 and 8, T. 2 N., R. 8 E., W.M; and also

All that part of the SE¼ of the SW¼ and the SW¼ of the SE¼ of Section 5, T. 2 N., R. 8 E., W.M., which lies within a strip of land one hundred fifty feet (150') in width, being seventy-five feet (75') on each side of the Bonneville-The Dalles transmission line survey, said survey line being more particularly described as follows;

> Beginning at a point which is the intersection of said survey line with the south line of the SW¼ of said Section 5, said point being S. 89° 52' 44" W. along the said south line, a distance of 626.94 feet from the quarter section corner common to Sections 5 and 8, T. 2 N., R. 8 E., W.M.; thence running N. 58° 24' 45" E., a distance of 2528.15 feet, to an angle point; thence N. 60° 03' 15" E., a distance of 1270.26 feet, to a point which is the intersection of said survey line with the west line of the SW¼ of Section 4, T. 2 N., R. 8 E., W.M., said point being N. 0° 22' 05" E. along said west line, a distance of 6[illegible]4.53 feet from the southwest corner of Section 4, T. 2 N., R. 8 E., W.M., all in Hood River County, Oregon;

is hereby vested in the petitioner, the United States of America.

Dated at Portland, Oregon, this 1st day of May, 1940.

/s/ James Alger Fee
District Judge.

Filed May 1, 1940
G. H. Marsh, Clerk
By H. S. Kenyon, Deputy

The foregoing has been by me compared with the original thereof and is a true copy of Final Judgment in Condemnation in the above entitled cause.

Witness my hand and the seal of said court this 3d day of May, 1940

(DISTRICT COURT SEAL)

G. H. Marsh, Clerk
G. H. Marsh

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26-323

46402 COMPARED Willow N. Millar to West Coast Power Company

PRIVATE RIGHT OF WAY AND TREE TRIMMING PERMIT

Filed for record Sept. 28, 1937 at 1:15 P. M.

KNOW ALL MEN BY THESE PRESENTS, That Willow M. Millar of Portland P. O., State of Oregon party of the first part,for and in consideration of the sum of One Dollars, ($1.00), to her in hand paid by the West Coast Power Co. a Deleware corporation with principal offices at Portland, Oregon, party of the second part, receipt of which is hereby acknowledged, hereby agrees to allow party of the second part, its heirs, executors and assigns to construct and permanently maintain a Transmission Line for furnishing Electricity for Light and Power, over, along and across the following described property, to-wit:

The NE¼ of SE¼ - Sec. 5, Twp. 2 - North, Range 8 East W.M.
Hood River County, Oregon.

and also agrees to allow the party of the second part to cut down or trim any trees necessary to give proper clearance for said Transmission Line, and install necessary guys and anchors.

[illegible] of the mutual promises herein made, the party of the second [illegible] all damage done to crops, stock or fences belonging to the party of [illegible] as a result of the granting of this permit.

Witness my hand and seal this 22nd day of September, A. D. 1937.

Signed, Sealed and Delivered by the party of the first part, in the presence of:

Willow M. Millar (SEAL)

B. J. Ri[illegible]

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

On this 22nd day of Sept., 1937, before me, a Notary Public, in and for said County and State, personally appeared Willow M. Miller to me personally known to be the identical person named in, and whose name is affixed to the foregoing instrument, and who acknowledge_ same to be she voluntary act and deed for the purpose therein expressed.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my notarial seal on the day and year above written.

(NOTARIAL SEAL)

Geo. Anderson
Notary Public in and for
My Commission Expires Feb. 12, 1940.

27-353

49882 COMPARED West Coast Power Company to United States of America

[illegible]

Filed for record Apri[illegible]

THIS INDENTURE, made this 28th day of July, 1938, between West Coast Power Company, a Delaware corpor[illegible] ation, hereinafter called the Grantor, and the United States of America, hereinafter called the Government, witnesseth:

THAT WHEREAS, the Government is constructing a dam across the Columbia River between the States of Oregon and Washington at Bonneville, Oregon, and upon the completion of said dam will [illegible] spillway, power house and ship lock; and

WHEREAS, under operating conditions, all lands abutting on either bank of said river from Bonneville to the Celilo Canal which are below the elevation of the backwater curve which begins at the dam at 72.0 feet above mean sea level (as determined by reference to the U. S. C. & G. S. bench mark, R. 24, situated [illegible] mile east along the Oregon-Washington Railroad & Navigation Company's track from Warrendale, Multnomah County, Oregon, in the north end of a concrete culvert, at elevation 72.533 feet) will be permanently [illegible]; and

WHEREAS, the Government in operating said structures, will increase periodically the [illegible] and [illegible] tion of the overflow on a portion of said lands, later described, lying above elevation 72.0 feet; and

WHEREAS, the Government desires to purchase a perpetual flowage easement from the said Grantor, and said Grantor desires to sell said perpetual flowage easement to the Government; and

WHEREAS, the said Grantor has an easement or right of way over and across certain portions of the lands hereinafter particularly described;

NOW THEREFORE, the said Grantor, for and in consideration of the sum of [illegible] EIGHTY-SEVEN and 00/100 DOLLARS ($2,787.00), cash in hand paid by the Government, the receipt [illegible] by acknowledged, does hereby grant, bargain, sell and convey to the Government and its assigns forever, the full and perpetual right, power, privilege and easement to overflow, as hereinbefore stated, all easements, rights of way for electric transmission lines, poles and towers, lying above the line of [illegible] water in the Columbia River and below the 800,000 c.f.s. backwater curve of said river, as controlled by said dam and works, as the same cross the following described tracts of land, all situate in the County [illegible], State of Oregon, to-wit:

NE¼ of the SE¼, NE¼ of the NE¼, NW¼ of the NE¼, and Lot 3, Section 5, Township 2 North, Range 8 East of the Willamette Meridian;

NW¼ of the NW¼, Section 4, Township 2 North, Range 8 East of the Willamette Meridian; and

Lots 3 and 4, Section 5, Township 2 North, Range 9 East of the Willamette Meridian.

TO HAVE AND TO HOLD unto the Government and its assigns, forever, together with the right [illegible] the rights of way and easements above mentioned from time to time as the occasion may require and remove there- from the timber and other natural growth, and any accumulations of brush, trash or driftwood;

[illegible] the said Grantor covenants that it is in the quiet and peaceful possession of said rights of w[illegible] [illegible], and that it will and its successors and assigns shall warrant and forever defend the title to the right, power, privilege and easement hereby granted and conveyed, as aforesaid, to the Government and its assigns, against the lawful claims of all persons whomsoever.

And the said Grantor, in consideration of the above specified sum, also hereby releases the Government from all claims for damages that have accrued or may hereafter accrue to it by reason of the overflowing of the above described rights of way and easements.

IN TESTIMONY WHEREOF, the said Grantor, by direction of its Board of Directors, executed the foregoing instrument on this the day and year first above written.

WEST COAST POWER COMPANY,
a Delaware corporation,

(CORPORATE SEAL)

$3.00 Documentary Stamps
attached and canceled.

By W. C. MacInnes
President

By E. A. Lehman
Asst. Secretary

OFFICE CHIEF
OF ENGINEERS
OCT 3 193[illegible]
1500/Bonne-
ville Dam-
129[illegible]/1

STATE OF OREGON)
)ss.
County of Multnomah)

On this 28th day of July, 1938, before me appeared W. C. MacInnes and E. A. Lehman, both to me person- ally known, who being duly sworn, did say that he, the said W. C. MacInnes is the President, and he, the said E. A. Lehman is the Asst. Secretary of West Coast Power Company, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said W. C. Mac Innes and E. A. Lehman, acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal, this the day and year in this, my certificate, written.

Henry Berk
Notary Public for Oregon

(NOTARIAL SEAL) My commission [illegible]

[illegible], hereinafter called the Grantor, and the United States of America, hereinafter called the Government, witnesseth;

THAT WHEREAS, the Government is constructing a dam across the Columbia River between the States of Oregon and Washington at Bonneville, Oregon, and upon the completion of said dam will operate [illegible] spillway, power house and ship lock; and

WHEREAS, under operating conditions, all lands abutting on either bank of said river from Bonneville to the Celilo Canal which are below the elevation of the backwater curve which begins at the dam at 72.0 feet above mean sea level (as determined by reference to the U. S. C. & G. S. bench mark, B. 24, situated about one mile east along the Oregon-Washington Railroad & Navigation Company's track from Warrendale, Multnomah County, Oregon, in the north end of a concrete culvert, at elevation 72.533 feet) will be permanently flooded; and

WHEREAS, the Government in operating said structures, will increase periodically the depth and duration of the overflow on a portion of said lands, later described, lying above elevation 72.0 feet; and

WHEREAS, the Government desires to purchase a perpetual flowage easement from the said Grantor, and said Grantor desires to sell said perpetual flowage easement to the Government; and

WHEREAS, the said Grantor has an easement or right of way over and across certain portions of the lands hereinafter particularly described;

NOW THEREFORE, the said Grantor, for and in consideration of the sum of TWO THOUSAND SEVEN HUNDRED EIGHTY-SEVEN and 00/100 DOLLARS ($2,787.00), cash in hand paid by the Government, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey to the Government and its assigns forever, the full and perpetual right, power, privilege and easement to overflow, as hereinbefore stated, all easements, rights of way for electric transmission lines, poles and towers, lying above the line of ordinary high water in the Columbia River and below the 800,000 c.f.s. backwater curve of said river, as controlled by said dam and works, as the same cross the following described tracts of land, all situate in the County of Hood River, State of Oregon, to-wit;

NE¼ of the SE¼, NE¼ of the NE¼, NW¼ of the NE¼, and Lot 3, Section 5, Township 2 North, Range 8 East of the Willamette Meridian;

NW¼ of the NW¼, Section 4, Township 2 North, Range 8 East of the Willamette Meridian; and

Lots 3 and 4, Section 5, Township 2 North, Range 9 East of the Willamette Meridian.

TO HAVE AND TO HOLD unto the Government and its assigns, forever, together with the right to go upon the rights of way and easements above mentioned from time to time as the occasion may require and remove therefrom the timber and other natural growth, and any accumulations of brush, trash or driftwood;

And the said Grantor covenants that it is in the quiet and peaceful possession of said rights of way and easements, and that it will and its successors and assigns shall warrant and forever defend the title to

the right, power, privilege and easement hereby granted and conveyed, as aforesaid, to the Government and its assigns, against the lawful claims of all persons whomsoever.

And the said Grantor, in consideration of the above specified sum, also hereby releases the Government from all claims for damages that have accrued or may hereafter accrue to it by reason of the overflowing of the above described rights of way and easements.

IN TESTIMONY WHEREOF, the said Grantor, by direction of its Board of Directors, executed the foregoing instrument on this the day and year first above written.

WEST COAST POWER COMPANY,
a Delaware corporation,

(CORPORATE SEAL)

$3.00 Documentary Stamps
attached and canceled.

By W. C. MacInnes
President

By E. A. Lehman
Asst. Secretary

OFFICE CHIEF
OF ENGINEERS
OCT 3 1938
1500(Bonne-
ville Dam)-
1290/1

STATE OF OREGON)
)ss.
County of Multnomah)

On this 28th day of July, 1938, before me appeared W. C. MacInnes and E. A. Lehman, both to me personally known, who being duly sworn, did say that he, the said W. C. MacInnes is the President, and he, the said E. A. Lehman is the Asst. Secretary of West Coast Power Company, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said W. C. MacInnes and E. A. Lehman, acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal, this the day and year in this, my certificate, written.

Henry Berk
Notary Public for Oregon
My commission expires 4 - 29 - 42

(NOTARIAL SEAL)

APPROVED AS TO FORM AND EXECUTION

R. W. Barnes
SPECIAL ATTORNEY, DEPT. OF JUSTICE

RECEIVED
1972
ING

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
C. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 20, 1972

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. Young YOUNG
Programing Engineer

SUBJECT
Program Data Submission
Project No. I-80N-2(53)47

We are submitting program data for one Interstate Project, Item No. 726, Project No. I 80N-2(53)47, Fountain Slide Section, which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on October 26, 1972.

The proposed work is stage construction of this section of Interstate Highway for it is necessary toward accomplishing the completion of a functional facility and, as such, the Environmental Statement (PPM 90-1), Clearinghouse Review (IM 50-1-70), Public Hearings and Location/Design Approval (PPM 20-8) requirements have been complied with based on the fact the FHWA concurred, under Memorandum of April 8, 1963, that future corrections of the distress which occurred in this area, under Project No. I-80N-2(35)43, should appropriately be covered under stage construction and programed as a separate project.

The proposed slide correction project is classified as Safety Improvement Work because it is the opinion of the State Highway Division that this section of highway has a potential and actual hazard of such magnitude to qualify under provisions of PPM 21-16. We base this on the fact that this section of highway has experienced prior lateral and vertical displacement of the roadbed and evidence indicates that roadway movement is still active. It is apparent that displacement of the roadbed, especially vertical because of its nature, is an extreme hazard to Interstate highway high speed traffic because of the potential damage that vehicles and occupants would sustain if encountered before proper action by the Highway Maintenance Forces could alert the traveling public to, or alleviate, the condition. It is the Highway Division's contention that the proposed project should correct the distress that has been evident at this section of highway since the construction under Project I-80N-2(35)43.

We further request your approval, concurrently with the program approval, of the use of a mandatory site for the disposal of excavated slide material and also concurrence in the State's finding that it is in the public interest to designate this mandatory site. This request is in compliance with PPM 21-6.3, paragraph 141 and justified as follows:

1. It has been determined that disposal of any materials south of the Columbia River Highway within the limits of Sections 33, 34 and 35 in T3N, R8E, or Sections 2, 3 and 4 in T2N, R8E, may be detrimental to the Columbia River Highway and the Union Pacific Railroad and their appurtenances. This is based on the fact that a slip plane underlies the lands adjacent to the highway in these locations and that surcharging the existing slopes may cause planar movement of the soils, thereby, causing new slides to form.

2. The mandatory site (as outlined in red on the enclosed plan sheet 2H), lying in Section 5, of T2N, R8E, for disposal of surplus excavated slide material is located on lands owned by the Port of Cascade Locks. This site has the closest known area of adequate size that is not slide prone.

3. The mandatory disposal site is located in an area zoned for industrial use and the specifications and plans will require the waste material be placed where stipulated by the Port (e.g., not to an elevation lower than the existing meandering water line) and graded (e.g., embankment side slopes to be 3:1 or 4:1, embankment to be graded toward the river, with no large pockets, the slopes shall be seeded with perennial grasses, and the embankment area shall be cleared of all trees and brush prior to placing material) in such a manner that it will benefit the community by generating more suitable land area.

4. The use of this mandatory site will not cause (a) any detrimental or irreversible affect to the character of the area, (b) displace any people or businesses, affect any recreation lands or increase air, noise or water pollution, i.e., have any significant effect upon the quality of human environment.

JG:bb

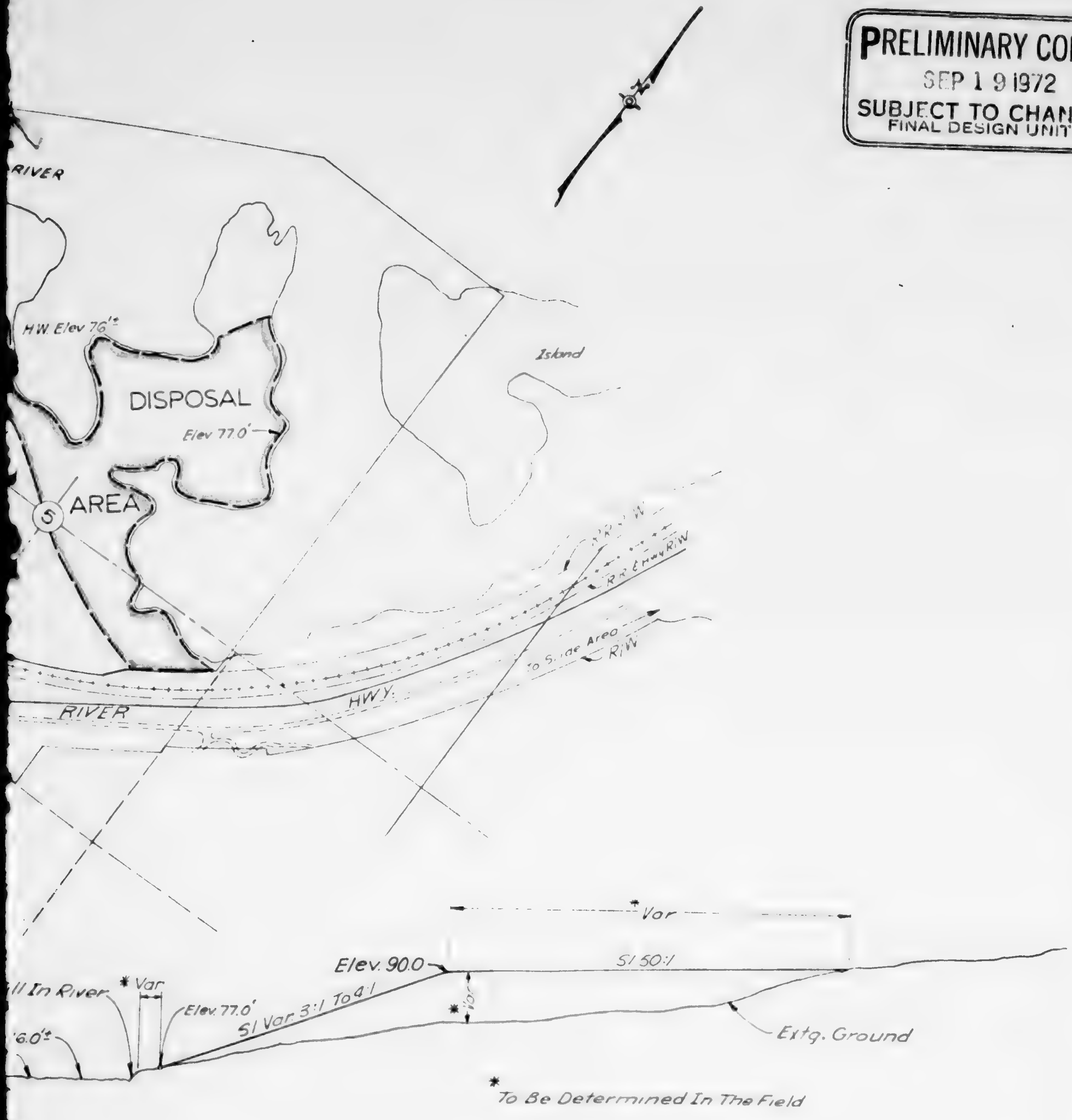
Enclosures

8E., W.M.

AL AREA

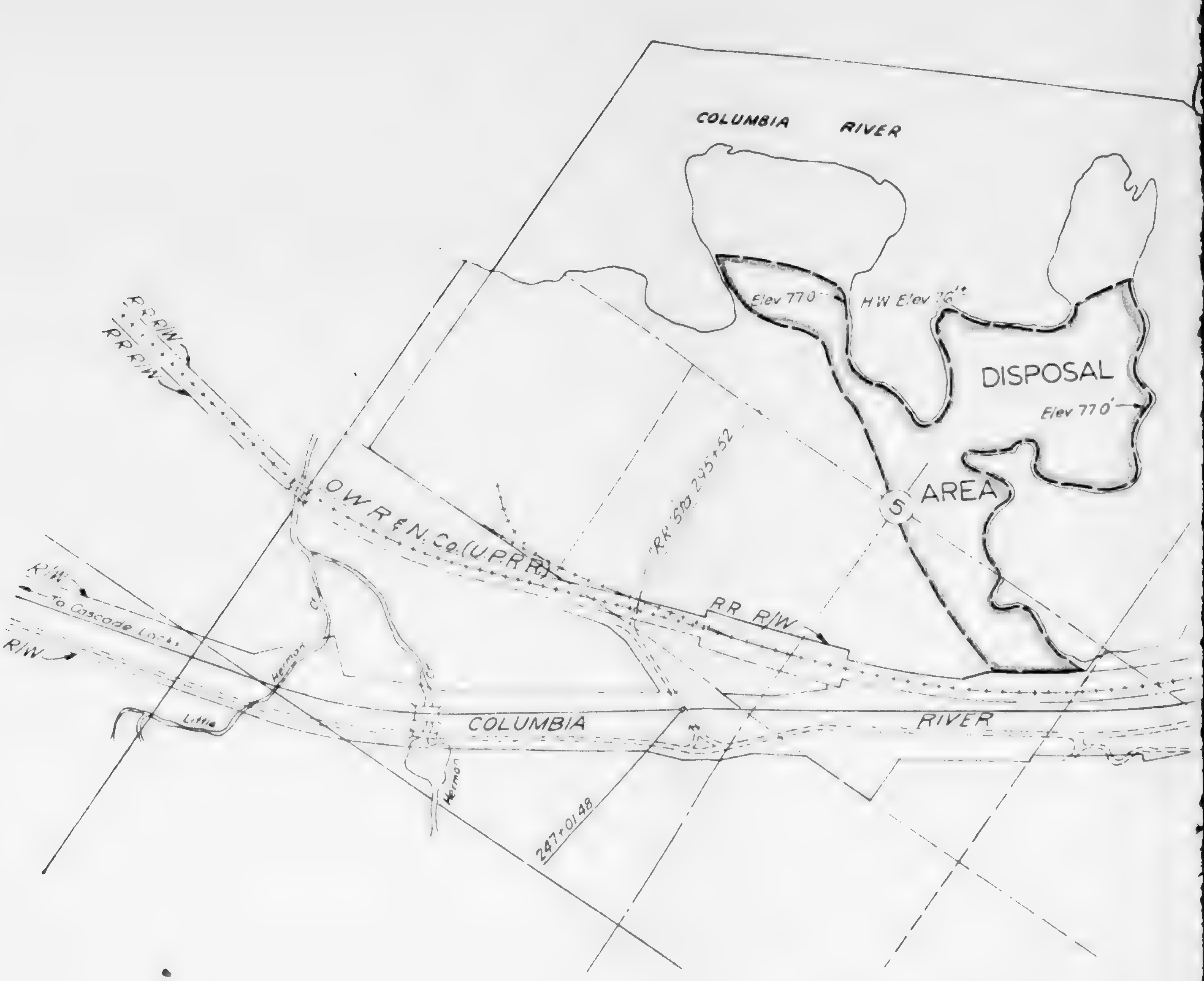
FOUNTAIN SLIDE SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 2E
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

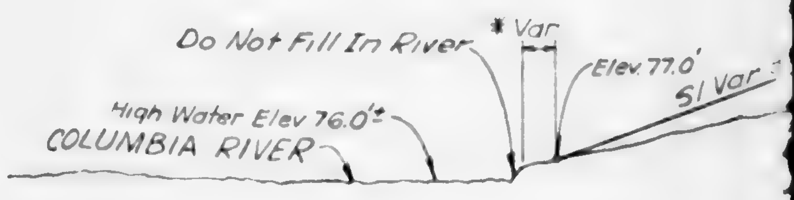
PRELIMINARY COPY
SEP 1 9 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT



SEC. 5, T.2N., R8E., W.M.

DISPOSAL AREA





Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-20-72

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
2	1 (19) (20)	I-80N 3.6 Mi. E. of Cascade Locks E. 0.86 Mi. 21 65	**ADT**	8,500	15,000 (66) (70)	92 (71) (72)	10	Oregon	3

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SE
3	Grade, Drain, H.T. Pavement 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	I- 14 20	80-2 7	(5

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Interstate	Hood River	027 (14) (16)

CARD	NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
4	17-31	I	I-80N (32)	2 (36)	(37) I-80N (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		I-80N 3.6 Mi. E. of Cascade Locks E. 0.86 Mi.						Gr. H.T. shid mec disp
5					**ROW**								750 slid inst syst prot
5					**CONST** (CODE) (Safety) 6203		"Fountain Slide Sec."	0.86	3,200,000	2,952,000	248,000		ROW Acce Park comp

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.86	3,200,000 (16) (23)	2,952,000 (24) (32)	248,000	
1	14	PROGRAM APPROVAL DATES						

REMARKS

Additional Data: Item Nos. 36c, 44
Project Nos. I-80N-2(9), (35), (43)
respectively.

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

9-20-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ROJECT LOCATION (45 typewriter spaces): I-80N 3.6 Mi. E. of Cascade Locks E. 0.86 Mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	8,500	15,000	92	10	Oregon	35	042	726

ED WORK (35 typewriter: T. Pavement

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
I-	80-2	(53)	47	N

DS: Interstate

COUNTY NAME: Hood River CODE 027

ROUTE NO. I FEDERAL-AID I-80N STATE 2 U.S. I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N 3.6 Mi. E. of Cascade Locks E. 0.86 Mi.						Gr., dr., 4-12' lanes H.T. pave. with 10' shldrs., and 8.4' median. Exc. and dispose of approx. 750,000 cu.yds. of slide material and install underdrain systems. Provide RR protective service.
ROW								
CONST (CODE) (Safety) 6203		"Fountain Slide Sec."	0.86	3,200,000	2,952,000	248,000		ROW-300' normal; Access Control-full; Park. Restrictions-complete.
BY		PROJECT TOTALS	0.86	3,200,000	2,952,000	248,000		

APPROVAL DATES

REMARKS
Additional Data: Item Nos. 36c, 449, 545 & 583; Project Nos. I-80N-2(9), (35), (43) & (48), respectively.

-OVER-

FOUNTAIN SLIDE SECTION
PROJECT I-80N-2(53)47

Remarks - continued

Project Data: The proposed project, which involves raising the grade and entails a minor realignment of the existing roadway, consists of grading and draining four 12-foot lanes of high-type pavement with 10-foot shoulders and 8.4-foot median and incidental work common to this type of a facility. Also, the work includes excavation and disposal of approximately 750,000 cu.yds. of material from the cut slope adjacent to the roadway to reduce the loading on the slide area and installation of underdrain systems to remove subsurface water. Provide railroad protective service.

Environmental Statement (PPM 90-1), Clearinghouse Review (IM 50-1-70), Public Hearings and Location/Design Approval (PPM 20-8) Requirements: Complied with under Project I-80N-2(35)43 as the proposed work is stage construction of the ultimate facility. The FHWA concurred, under Memorandum of April 8, 1968, that future correction of the distress which occurred in this area, under said Project I-80N-2(35), should appropriately be covered under stage construction in the future by separate contracts and project programs.

Unusual Circumstances: The specifications for this project will require the contractor to utilize land owned by the Port of Cascade Locks (located approximately 2.5 miles westerly of the project) as a mandatory disposal site for depositing the excavated slide material. The contractor will be required to place the material according to the Port's stipulated conditions as set forth in the OSHD specifications and plans for the project.

NOTE: On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

2

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 18, 1972

TO MEMORANDUM TO THE FILE

Lyle K. Watson
FROM Lyle K. Watson
Design Team Supervisor

SUBJECT Fountain Slide
Columbia River Hwy.
Hood River County

1 H
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3

A meeting was held on September 11 on the site of the subject project to discuss the preliminary plans.

Those attending were:

David B. Carter
Assistant Area Engineer
F.H.W.A.

Dan Gano
Geologist
Highway Division

Warren Paaso
Assistant Geologist
Highway Division

J. F. Putnam
Region Engineer
Highway Division

Edgar L. Johnson
Special Studies & Chief Cost Engineer
Highway Division

Reid W. Meritt
Resident Engineer
Highway Division

Donald Shaffer
Specifications
Highway Division

Thomas Iwen
Designer
Highway Division

Lyle K. Watson
Design Team Supervisor
Highway Division

Access to the disposal area will be made via present railroad crossing. The crossing, itself, is paved but in very poor shape and should be rebuilt including a spur track. The access to the disposal area can be by use of an existing road which will need some improvement in grades, width and alignment. At no time should the contractor be allowed to go through the mill yard. Some area may be under high water during the months May and June. The embankment areas are to be seeded and mulched.

Everyone then met at the slide area. Mr. Putnam pointed out two short runs of guardrail which can be removed if existing signs are put on break-a-way posts. Mr. Putnam wanted a no pay item for construction, drainage and surfacing on the haul road. The haul road to be dust free type surfacing and surfacing to be removed or obliterated at conclusion of contract.

Manholes are to be constructed at steep grade brakes. The 24" culvert outflow for the 18" perforated drain pipe from the upper unloading area to be extended and connected to the manhole right of Station 382+50±. Slip joints of some type should be provided in all culverts that are on steep grades. 12" perforated drain pipe with backfill to be provided adjacent to culvert pipes from the perforated drain pipe and emptied into the first manholes.

Existing temporary lighting to remain during construction. Lights on south side of highway will have to be relocated for construction of temporary haul road.

Access to railroad can be made from locked gate access left of Station 372+00, thence along railroad grade on the river side to location of 48" tunnel liner under railroad left of Highway Station 386+30±. An access road along highway and railroad is not feasible due to heavy timber and a deep gully. It may be possible to fill gully but would need concurrence from Railroad.

Tuesday afternoon, September 12, 1972, Mr. Ed Hunter reviewed the plans with Tom Iwen and Lyle Watson and raised the following questions. The questions were reviewed with Edgar Johnson and Jim Putnam by phone on Wednesday morning.

1. Can the 18" culvert at Station 389± that come down the face of the slide be moved completely out of this area.

   Both Edgar Johnson and Jim Putnam agreed to the move. It will be relocated near the right of way line outside of the slide area and carried down the westerly slope area into a manhole right of Station 382+50±.

2. Hydraulics for pipe sizes under highway and railroad to be computed.

3. Use slip joints on culverts on steep grades.

4. Three alternate outlets for upper drainage area shown. Why "A" over "C"?

   Alternate "A" picked for several reasons:

   a. better access
   b. no R/W required
   c. easier maintenance
   d. no hearing or environmental statement
   e. 60' cut required on "C"

5. Drain pipe to be at least 5' below slip plane.

6. Extend upper drain pipe easterly to limits of unloading or even to R/W.

   a. Edgar Johnson states that slip plane drops off very rapidly further east and approximately 60' to 100' deep. He feels drain pipe would pick up no water.

7. Drainage under highway may be revised due to adding 18" culvert pipe revision. See note 1.

Thursday, September 14, 1972

Jim Putnam desires contractor to be limited to one location for crossing of traffic when raising grade line of westbound lanes. Contractor to pick own location. A 40 mph speed has been established by Speed Control Board and should be maintained during construction.

LKW:jc

FORM E-30 (REV 10-69)

I-80N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

Date: August 24, 1972

To: H. S. Cox
County & City Engineer
S A L E M

SUBJECT: File 46959
Fountain Slide Vicinity
Columbia River Highway
Hood River County

From: J. F. Putnam
Regional Engineer

Attached is a copy of a report from Right of Way Agent Frank King, regarding a contact he has made with the Port Manager for the Port of Cascade Locks, for permission to dispose of the excess material from the Fountain Slide.

The stipulations contained herein are reasonable and I have no objection to their being included in the agreement. As to No. 7, we will further contact the port and obtain the height maximum they desire.

We have stated in the special provisions that the contractor will place the material to the line and grades as stated by the engineer. Will you please prepare the necessary papers for appropriating this agreement.

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JFP:jm
Attachments

cc: Frank Hall ✓
w/Attachments

NOTED
L. K. WATSON

FORM E-90 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
August 24, 1972

SUBJECT: File 46959
Fountain Slide Vicinity
Columbia River Highway
Hood River County

To: Mr. J. F. Putnam
Regional Engineer

OFFICE

The Port Manager for the Port of Cascade Locks, Mr. Ronald Rombalski, was contacted on August 22, 1972, regarding use of Port property in Section 5, Township 2 North, Range 8 East, as a possible disposal site for waste material to be removed from the Fountain Slide area. Contact was made by Resident Engineer Merrit, of The Dalles, and myself. Mr. Rombalski stated that the disposal area being considered is under long term lease to Cascade Locks Lumber Company. He informed me, subsequent to a Port Commission meeting held on the date of contact, that the Port Commission is in favor of granting use of the proposed area for a disposal site. They would like consideration given toward appropriate language on the following points being included in any agreement offered them:

1. Fill material not to be installed to an elevation lower than the existing meandering water line. Fill to be sloped from the water line on a 3 to 1 or 4 to 1 ratio.
2. Fill area to be cleared of trees and brush prior to filling.
3. Final graded slope of fill to be toward the river, with no large pockets.
4. Final slope surface to be seeded to perennial grasses.
5. State to assume responsibility for any necessary permits.
6. A hold-harmless clause is desired protecting the Port of Cascade Locks from any personal or public liability deriving from performance of the disposal contract, in the event the site is used as the waste material disposal site.
7. Mr. Rombalski stated that the Port would also require a height maximum above which fill could not be placed. They will make further contact with the Lumber Company to decided what this maximum elevation should be.

August 24

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August 24, 1972

A preliminary contact was also made this date with Mr. Donald Graves, Manager of Cascade Locks Lumber Company, regarding the proposed fill site. He saw no particular objection, but wishes to discuss the proposal with the Port Commission.

The railroad crossing into the mill area apparently involves only the lumber company, as it does not appear in any Port of Cascade Locks records. The crossing is likely to be private and, therefore, it would appear necessary for the State to arrange for a crossing right with the railroad company.

Both Messrs. Rombalski and Graves were informed of the proposed September 28th letting date for the disposal contract. Both would require some time to obtain the necessary signatures.

Frank King By: EH.

Frank King
Right of Way Agent

FK:EH

cc D. H. Moehring

SEP 5 - 1972

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Cascade Locks-Mitchell Point (Fountain Slide) (FAR 1)
Highway: Columbia River
County: Hood River
Prefix: 614-1975

Res. Engr. W. Reid Meritt
Approx. Length 0.8 mi.
Sta. 369± to Sta. 411±
Date 8-18-72

Mean Truck A.D.T. 1788
Traffic Coefficient 11.5
18 kip s. a. per day 972.5

Annual Precipitation 66"± (Bonneville) 26"± (Hood River)
Frost Penetration - - - -
CBE Total Requirement 36.5"

(1)

Typical Soil	
33	LL
8	PI
84	%P 10
68	%P 200
16	% Gravel
6	% C Sand
10	% F Sand
45	% Silt
23	% Clay
11	R Value
A-4	AASHO Classif.

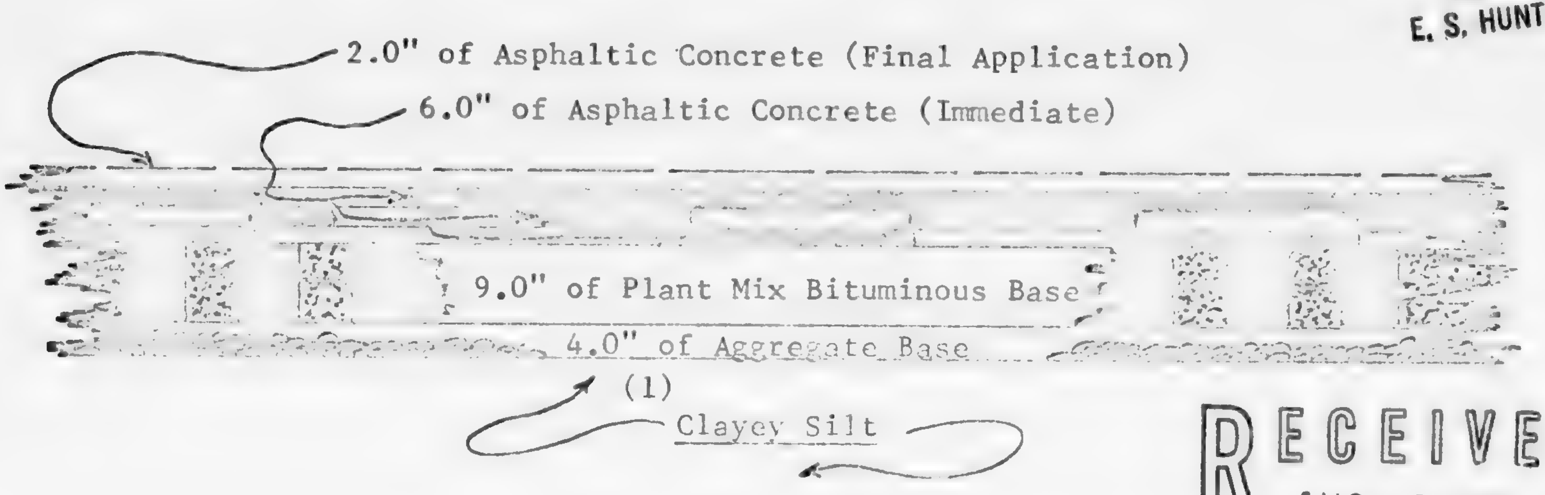
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0	2.0"	A.C. (F.A.)
12.0	6.0"	A.C. (I.)
16.0	9.0"	P.M.B.B.
4.0	4.0"	A.B.
36.0	21.0"	

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER


2.0" of Asphaltic Concrete (Final Application)
6.0" of Asphaltic Concrete (Immediate)
9.0" of Plant Mix Bituminous Base
4.0" of Aggregate Base
(1)
Clayey Silt

See remarks on Page 2.

-over-

RECEIVED
AUG 3 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by ______ Base Design Engineer
Recommended by ______ Engineer of Materials and Research
Recommended by ______ Location Engineer
Approved by ______ Asst. State Highway Engineer

SECTION: Cascade Locks-Mitchell Point (Fountain Slide) (FAR 1)

HIGHWAY: Columbia River

COUNTY: Hood River

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

NONE

Remarks:

P.M.B.B. to be placed in two lifts.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

RECEIVED
SEP 5 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section:	Cascade Locks-Mitchell Point (Fountain Slide) (FAR 1)		
Highway:	Columbia River	Res. Engr.	W. Reid Merritt
County:	Hood River	Approx. Length	0.8 mi.
Prefix:	614-1975	Sta.	369± to Sta. 411±
		Date	8-18-72
Mean Truck A.D.T.	1788	Annual Precipitation	66"± (Bonneville) 26"± (Hood River)
Traffic Coefficient	11.5	Frost Penetration	- - - -
18 kip s. a. per day (1)	972.5	CBE Total Requirement	36.5"

Typical Soil	
33	LL
8	PI
84	%P 10
68	%P 200
16	% Gravel
6	% C Sand
10	% F Sand
45	% Silt
23	% Clay
11	R Value
A-4	AASHO Classif.

Materials Source:

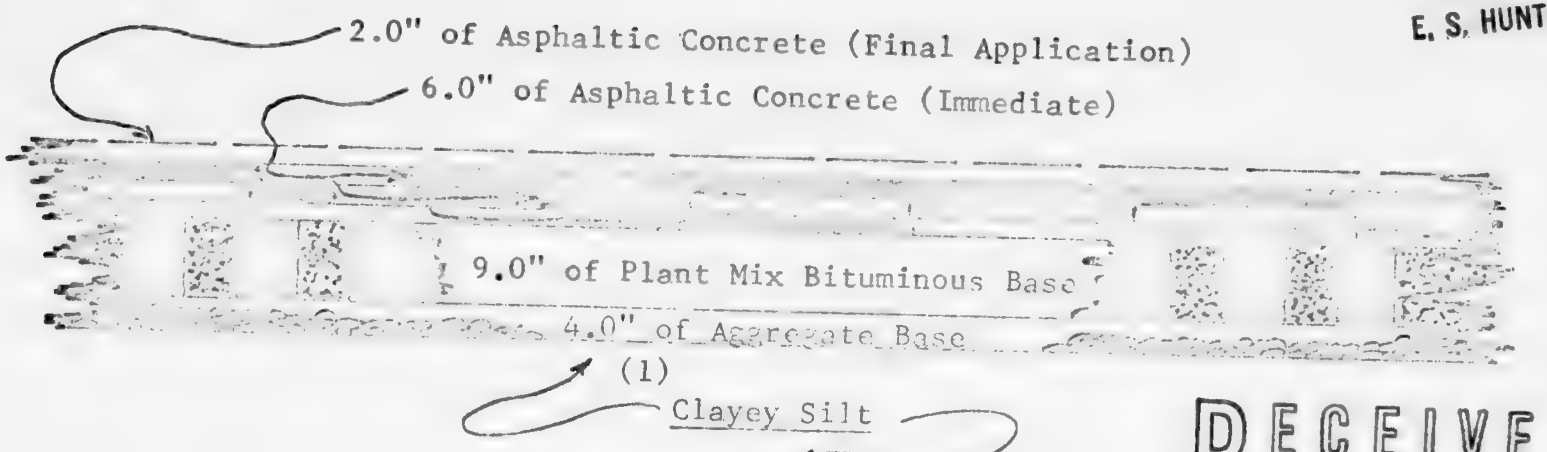
To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0"	A.C. (F.A.)
12.0	6.0"	A.C. (I.)
16.0	9.0"	P.M.B.B.
4.0	4.0"	A.B.
36.0	21.0"	

STRUCTURAL SECTION

NEW WORK

NOTED
E. S. HUNTER


2.0" of Asphaltic Concrete (Final Application)
6.0" of Asphaltic Concrete (Immediate)
9.0" of Plant Mix Bituminous Base
4.0" of Aggregate Base
(1)
Clayey Silt

See remarks on Page 2.

-over-

RECEIVED
AUG 3 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

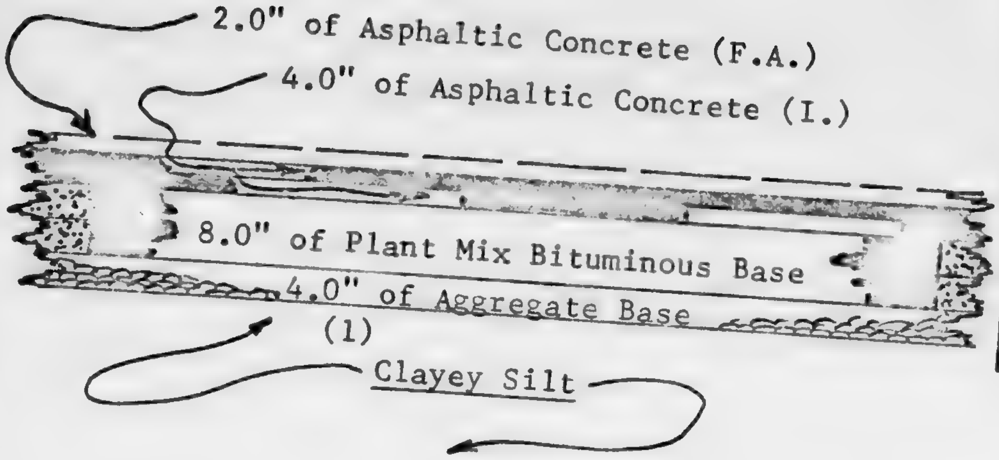
Submitted by ______ Base Design Engineer
Recommended by ______ Engineer of Materials and Research
Recommended by ______ Location Engineer
Approved by ______ Asst. State Highway Engineer

STRUCTURAL SECTION

NEW WORK

Traffic Coefficient 9.3
CBE Total Requirement 29.5

Truck Scale Site


2.0" of Asphaltic Concrete (F.A.)
4.0" of Asphaltic Concrete (I.)
8.0" of Plant Mix Bituminous Base
4.0" of Aggregate Base
(1)
Clayey Silt

Credit	Actual Thick.	Component
4.0	2.0"	A.C. (F.A.)
8.0	4.0"	A.C. (I.)
14.5	8.0"	P.M.B.B.
4.0	4.0"	A.B.
30.5	18.0"	

STRUCTURAL SECTION

Credit	Actual Thick.	Component

TRAFFIC ANALYSIS

SECTION: Cascade Locks-Mitchell Point (Fountain Slide) (FAR 1)

HIGHWAY: Columbia River

COUNTY: Hood River

8500 Present ADT (1972)

15.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	240	1.77	425	333	450	149,850
3	80	1.77	142	111	1000	111,000
4	60	1.77	106	83	1250	103,750
5	900	1.77	1593	1247	3180	3,965,460
6	10	1.77	18	14	2570	35,980
				1788 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 4,366,040

TWENTY YEAR EWL 87,320,800

TRAFFIC COEFFICIENT 11.5

SECTION: Cascade Locks-Mitchell Point (Fountain Slide) (FAR 1)
HIGHWAY: Columbia River
COUNTY: Hood River

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison as this is short (0.8± mi.) section, and is part of a slide correction project.

151

FORM 6-20 (REV. 10-69)

I-80N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE July 27, 1972

To: Victor D. Wolfe
Location Engineer
SALEM

SUBJECT: Fountain Slide
I-80N

FROM J F Putnam
J. F. Putnam
Regional Engineer

Under seperate cover you have been forwarded subject project.

You will note in the field specifications that we have outlined the timing of the work. If it is a fall letting, it is our thinking that the only thing that can be done is the unloading of the two areas. You will also note that three alternates were shown for the construction of the outlet from the upper drain ditch. It is my recommendation that alternate A be utilized as it lays completely within our existing right of way. The other alternates were shown in the event that our geologists decided that they would provide for better drainage, in that they would cut off water which could be entering from the west. If it is determined that one of the other alternates should be utilized, it may be necessary to hold a hearing to acquire the additional right of way needed. This also holds true for the unloading of the area at the very easterly end of the haul road constructed by the last contractor. Mr. Gedney of the FHWA was to make a study of this unloading, as well as the additional loading of the slip just westerly of the scale site. To date, we have received no word as to the final decision on these two items. We, therefore, have shown alternates on the reconstruction of the highway; one, to load the easterly slip area and the other to connect prior to reaching the scale site. If it is necessary to load this area, we will not have to raise the scale site. We also request that our preliminary plans for construction signing be reviewed by the Traffic Department to ascertain whether we have met all of the requirements for the safe handling of traffic.

copy Swenson
copy Terpin

RECEIVED
JUL 28 1972
LOCATION
SECTION

In addition, if the contractor elects to use the haul road that we have shown, an item should be placed in the specifications requiring him to replace the existing signs which must be moved with breakaway bases. This will eliminate the need for replacing the guardrail that now protects these signs. I feel that this should be placed in the specifications requiring the contractor to include this item in some other cost.

Harold Brainerd, District Right of Way Supervisor, will be provided with a sketch to contact the Port of Cascade Locks to work out arrangements for disposal of material on their site. Mr. Meritt will also provide a sketch to be included in the plans.

JFP:pb

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1972

To: MEMO TO THE FILES

SUBJECT: Fountain Landslide Discussion
With David Gedney
June 27, 1972

FROM:

Edgar L. Johnsen
Special Studies and Chief Cost Engineer

NOTED
A. E. [illegible]

Mr. Gedney agreed substantially with the $3.1 million slide correction proposal for the Fountain Landslide. He wants to consider further the plan for unloading 100,000 cubic yards on the east slide and the effect of raising the grade six feet across the east slide. Mr. Gano supplied Mr. Gedney with cross sections for his analysis which he expected to be complete by mid-July.

The drainage trench proposed 500 feet right was questioned by Mr. Gedney due to the apparent slope instability during the construction (by Mr. Gedney's analysis the S.F. was 0.80 when the trench was opened up). The alternate scheme accepted to dewater the lower area will be to drive two 60-foot deep trenches normal to the highway centerline, one to VD-2 on Station 389 and the second to VD-5 on Station 386.

The plan for correction of the main slide agreed to at the meeting by Mr. Gedney includes major unloading and a cut-off drainage trench at the head of the slide about 1,100 feet right and raising the highway grade to accommodate the hump. The safety factor for this correction computed by Mr. Gedney is greater than 1.2.

There is some risk to sliding in a historic slide area like the Fountain even after the most careful design. The alternate of a line change into the Columbia River offers almost no risk to future sliding. Our agreement with theFHWA should include their concurrence to hold the job open for further needed corrections if the correction plan rather than the relocation is accepted.

ELJ:fw
cc: A. E. Johnson
E. S. Hunter
Victor D. Wolfe
C. T. Keasey
Frank Hall
F. W. Yarbrough
J. F. Putnam
W. R. Meritt
Dan Gano

JUL 7 Recd
(AEJ)

SP*52475-734

JUNE 27, 1972 MEETING WITH DAVID GEDNEY ABOUT HIGHWAY LANDSLIDES

Field review was made on the West Linn Slide and the Iowa Street Slide. The remainder of the meeting was held in the Region I Conference room in Milwaukie

Discussions Attended.

	West Linn Slide	Iowa St. Slide	Fountain Slide	Fernhill Slide
FHWA				
David Gedney, Chief, Foundations Branch	Yes	Yes	Yes	Yes
Bob Anderson, Assistant to Gedney	Yes	Yes	Yes	Yes
Andres Munoz, Assistant to Gedney	Yes	Yes	Yes	Yes
Hugh Henry, Region Design Engineer	Yes	Yes	Yes	Yes
Ray Schwegler, Region Materials Engineer	Yes	Yes	Yes	Yes
Glenn Hossner, District Engineer	Yes	Yes	Yes	Yes
David Carter, Ass't. Area Engineer			Yes	
Paul Riedl, Area II Engineer				Yes
OSHD				
Edgar L. Johnsen, Special Studies & Chief Cost Engineer	Yes	Yes	Yes	Yes
F. W. Yarbrough, Soils & Geology Engineer	Yes	Yes	Yes	Yes
A. C. Harwood, Region Construction Engineer	Yes	Yes		
M. D. Payne, Resident Engineer	Yes			
Buzz Banzer	Yes			
Dan Gano, Region Geologist	Yes	Yes	Yes	Yes
Warren Paaso	Yes	Yes	Yes	
R. J. VanCleave			Yes	
J. B. Boyd, Region Engineer				Yes
G. W. Wimer, Region Construction Engineer				Yes
Loren Weber, Resident Engineer				Yes
J. F. Putnam, Region Engineer			Yes	
W. Reid Meritt, Resident Engineer			Yes	

K

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 5, 1972

Union Pacific Railroad Company
628 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. C. O. Durham
Director, Land and
Industrial Development

Re: Haul Road Agreement
Fountain Slide Section
Columbia River Highway
Hood River County
R/W File: 43684
Your File: 29944

Gentlemen:

This is in reply to your letter dated June 16, 1972, wherein you request advice regarding the extension of the existing private haul road agreement near Cascade Locks (RR M.P. 45.96) which will expire on November 30, 1972.

This is to advise that we wish this agreement to be extended for an additional three year period.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson w/copy of UP letter
C. T. Keasey "
L. H. Young "
V. E. Skoog "
D. H. Moehring "
J. L. Sollis "
J. F. Putnam "
J. W. Valentine "

[illegible] 7-6-72

UNION PACIFIC RAILROAD COMPANY

LAND DIVISION
PITTOCK BLOCK PORTLAND, OREGON 97205
(503) 288-8221

O. W. RYAN
Director - Land & Industrial Development

OTIS E. SKINNER
Asst. Director - Land & Industrial Development

B. M. HUNT
General Tax Agent

REFERRED TO
admin
BY
(RR agreement 706)

June 16, 1972

File: 29944

State of Oregon
State Highway Department
Highway Building
Salem, Or 97310

Gentlemen:

Our records indicate license covering a private road crossing at Cascade Locks (M.P. 45.96), Oregon will expire by its terms on November 30, 1972.

Please advise if you desire renewal.

Very truly yours,

C. O. Durham

Director - Land &
Industrial Development

Keasey

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
JUN [illegible] 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield ✓
Berg

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JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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STATE [illegible]

UNION PACIFIC RAILROAD COMPANY

LAND DIVISION
PITTOCK BLOCK PORTLAND, OREGON 97205
(503) 288-8221

O. W. RYAN
Director - Land &
Industrial Development

OTIS E. SKINNER
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(RR agreement 706)

June 16, 1972
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State Highway Department
Highway Building
Salem, Or 97310

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Very truly yours,

C. O. Durham

Director - Land &
Industrial Development

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Routing
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RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

R
STATE HIGHWAY

816-5

K

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 20, 1972

TO
Mr. Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

SUBJECT Fountain Landslide, I-80N

For your information, I have attached two copies of the cross sections which show the proposed correction to the Fountain Landslide. Please pass these sections along to David Gedney of your Washington, D. C. office for his analysis before his June 27, 1972 meeting here in Oregon.

The correction offered here is consistent with Mr. Gedney's earlier recommendations. Unloading is a major part of this work. Data from recent borings support subsurface drainage trenches at two locations in the main slide area.

The east slide will be corrected by raising the highway grade about six feet and unloading excavation which was earlier placed above the slide.

The main items of construction will be raising the grade over the hump and at the east slide, (This will result in 4,200 feet of new grade,) unloading 600,000 cubic yards on the main slide, unloading 100,000 cubic yards from the east slide, and the construction and backfill of two subsurface drainage trenches in the main slide to lower the ground water level. A rough estimate for this work is three to four million dollars.

ELJ:fw
Enclosures
cc: E. S. Hunter
A. E. Johnson
J. F. Putnam
Dan Gano

Form E-123

8169

k

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 20, 1972

TO Mr. Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM

Edgar L. Johnsen
Special Studies and Chief Cost Engineer

NOTED
A. E. JOHNSON

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ELJ:fw
Enclosures
cc: E. S. Hunter
A. E. Johnson
J. F. Putnam
Dan Gano

Form E-123

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1972

SUBJECT: Fountain Landslide, West Linn Landslide and Fern Hill Landslide Meeting with David Gedney

To: A. E. Johnson
Assistant State Highway Engineer

FROM: Edgar L. Johnsen
Edgar L. Johnsen
Special Studies & Chief Cost Engineer

The final schedule for meetings about landslides with David Gedney has been arranged as follows:

Tuesday, June 27, 1972

West Linn Slide, Clackamas County

10 AM - Meet in the field on Salamo Road near the top of the slide.
11 AM - Meet in Region I conference room to complete discussion of West Linn correction.

Iowa Street Slide

11:45 AM Region I conference room. Discuss correction.

Fountain Landslide, Hood River County

1 PM - Region I conference room. Update and review the explorations. Discuss proposed correction.

Fern Hill Landslide, Clatsop County

3:15 PM - Region I conference room. Update the status of the explorations. Region II will discuss the merit of their planned correction compared with the consultant's plan.

NOTED
A. E. JOHNSON

SP*52475-734

Wednesday, June 28, 1972, Salem, E. S. Hunter's office

8 A.M.	Meet in E. S. Hunter's office in the Highway Building. Discuss the Fountain Landslide correction project.
10 AM	Discuss the Fern Hill Landslide correction project.
11 AM	If required, discuss other slide projects such as Iowa Street Slide, West Linn Slide.
11:45 AM	Meetings concluded.

ELJ:fw

cc: Glen Green - FHWA
Attn: Glenn Hossner
E. S. Hunter
C. T. Keasey
Victor D. Wolfe
F. W. Yarbrough
L. W. Rulien
Dan Gano
M. D. Payne
J. F. Putnam
J. B. Boyd
Wm. Fretwell

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1972

SUBJECT: Fountain Landslide, West Linn Landslide and Fern Hill Landslide Discussion with David Gedney

To: A. E. Johnson
Assistant State Highway Engineer

FROM: Edgar L. Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

NOTED
A. E. JOHNSON

Glenn Hossner of the FHWA advises that David Gedney will be in Oregon June 27 and 28 to discuss landslide problems. I propose this tentative schedule for offering your slide correction plans to Mr. Gedney.

Meeting June 27 at Region I Conference Room in Milwaukie

8:30 AM to 10 AM	Discuss West Linn Slide
10:20 AM to 11:30 AM	Discuss Fern Hill Slide
1 PM to 4 PM	Discuss Fountain Landslide

If you agree with this tentative schedule, you need not respond. A final schedule will be sent to you. If you need to change this schedule, please let me know. Mr. Gedney is available all day the 27th and one-half day the 28th of June.

If you have other significant soils or landslide problems that should be added for discussion while Mr. Gedney is here, please advise.

ELJ:fw

cc: E. S. Hunter
C. T. Keasey
Victor D. Wolfe
F. W. Yarbrough
L. W. Rulien
Dan Gano
M. D. Payne
J. F. Putnam
J. B. Boyd
Wm. Fretwell

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OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 6, 1972

In reply refer to: 10-35-DB/
400.02

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Dave Gedney - June 27 & 28 Visit

Mr. Gedney, Chief of Soil and Rock Mechanics Branch in our Washington office plans to visit Oregon on June 27 and 28 (½ day). During this visit Mr. Gedney's plans include a review of the proposed correction for the West Linn slide, as well as receiving a progress report on the current status of the Fernhill and Fountain slides investigation work.

This information was telephoned to Mr. E. L. Johnsen by District Engineer Hossner on this date. Mr. Johnsen said plans would be formulated to accomodate Mr. Gedney during his scheduled visit and that information as to the time and place of the meeting would be provided when arrangements have been finalized.

6-8-72

Kemp - [illegible]

cc Johnson

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cy B[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 6, 1972

In reply refer to: 10-35-DB/
400.02

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6-8-72

NOTED
A. E. JOHNSON

Kenny - [illegible]
cc Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN [illegible] 1972

FOR FILING
FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 6, 1972

To: H. G. Brainerd
District R/W Supervisor

BEND

SUBJECT: File 43517-Bohemia Lumber Co.
Fountain Slide Section
Columbia River Highway
Hood River County

I am returning the option and final report for the disposal site. I have been informed that this site will not be used and that we will eventually procure one from the Port of Cascade Locks.

You may return this option to the grantor now or upon receipt of the new option, as you may wish.

John R. Oakes
Assistant R/W Engineer

JRO:ha
Attachment
cc E. S. Hunter ✓
J. F. Putnam
Edgar L. Johnsen

NOTED
E. S. HUNTER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

THE KEN R. WHITE COMPANY
Mailing Address: P.O. Drawer 6218 • Denver, Colorado 80206
3955 East Exposition Avenue • Suite 300 • Denver, Colorado • 303/744-1861

A URS Systems Affiliate

April 20, 1972

Mr. F. B. Klaboe, Deputy State Highway Engineer
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

This afternoon, I spoke at some length with Mr. Tom Edwards concerning the work at the Fountain Slide. He informed me of the progress being made toward stabilization of the situation there, and after some further inquiry on my part, he suggested I write you indicating our interest in doing work for the Oregon Department of Transportation.

To this end, I am enclosing a copy of our standard brochure. This document outlines some of the major projects on which we have recently been engaged and shows the breadth of the expertise available from our firm. We would appreciate an opportunity to discuss our talents as they may apply to work for the State of Oregon at some mutually convenient time. We will look forward to hearing from you in the near future.

Very truly yours,

THE KEN R. WHITE COMPANY

William A. Woolford

William A. Woolford, P.E.
Director of Marketing

WAW:ja

Encl.

4-25-72
Hunter

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RECEIVED

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 19, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM G. T. Keasey, Construction Engineer
By Edgar L. Johnsen
Edgar L. Johnsen, Special Studies & Chief Cost Engineer

SUBJECT Fountain Landslide Explorations

Region I has discontinued exploration on the Fountain Landslide. Their drills were moved last Friday to ER location work on the Clackamas River and to slide investigations on the Columbia County Line-Burlington Project.

Five 200-foot deep slope meter borings located uphill from the main break remained to complete this phase of the explorations. Other than the ground water and the material classification data, the purpose of these borings was to monitor possible slide movement during the proposed future unloading. These borings could be completed substantially with outside rental equipment within one month if you order it.

John Schultz of the FHWA reminded us again that time was short to get PS&E approval for a project this year. The FHWA is anxious to know our intentions for contracting this year.

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

ELJ:fw
cc: E. S. Hunter
V. D. Wolfe
L. W. Rulien
J. F. Putnam
Dan Gano

4-20-72
Ed Johnsen will proceed to hire private drill as per instruction from S.H.E.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

8169 K

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 18, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM C. T. Keasey, Construction Engineer
By Edgar L. Johnsen
Edgar L. Johnsen, Special Studies &
Chief Cost Engineer

SUBJECT Fountain Landslide
River Explorations

Dan Gano contacted Bob Harvey of General Construction in Portland for a cost estimate to furnish a barge and construct temporary platforms in the water at the toe of the slide.

General Construction Costs:

Mobilization, including move out	L.S.		$ 2,700
Drive untreated piles and construct platform	2 each	$3,040	6,080
Standby (per 8 hr. day) say 8 days	64 Hours	70	4,480

State drilling equipment

Install slope meter tube complete (2 holes)	200 Lin. Ft.	15	3,000
Monitor the tubes	LS		3,000
			$19,260

Say $20,000 for 2 holes
Additional holes complete with slope meter tubes and platform can be estimated at $70 per foot.

Two borings should establish the feasibility of the water grade construction. Explorations should continue in the water once the set up is made. As many as three additional borings could be anticipated if tentative approval was given to go ahead with the water grade relocation.

$70 x 100' x 3 holes = $21,000 additional cost

NOTED
E. S. HUNTER

A formal request to the Corps of Engineers to drill in the water will be delayed until you have the decision to proceed with that route location.

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ELJ:fw
cc: E. S. Hunter
V. D. Wolfe
C. T. Keasey
J. F. Putnam
L. W. Rulien
Dan Gano

genl files

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 11, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

FROM C. T. Keasey, Construction Engineer
By
Edgar L. Johnsen
Special Studies & Chief Cost Engineer

SUBJECT Fountain Landslide Correction

The estimate recently submitted by Reid Meritt for the buttress slide correction may be summarized:

Unloading and buttress construction	$2,355,000
Roadway grading and surfacing	553,000
Extras: Flagging, binwall, pipe adj.	31,000
	$2,939,000
Engineering & Contingencies	586,000
	$3,525,000

Not included in the above estimate is an allowance for correction of the easterly part of the slide. Gano's explorations are not yet complete. ¶ Mr. Gedney submitted a proposal to unload the slide, place three rows of vertical drain pipes 500 feet right of centerline and construct a rock buttress in the river. A reconnaissance estimate for this work with no allowance for correction of the easterly slide follows.

Unloading, say 800,000 CY at $1.30	$1,040,000
12"Wells, 15,000' @ $15.00/ft.	225,000
Buttress, 244,000 CY at $2.50 CY	610,000
Roadway	553,000
Extras	31,000
	$2,459,000
Engineering & Contingencies	501,000
	$2,960,000

NOTED
A. E. JOHNSON

The estimate for relocation of the highway and the railroad around the toe of the slide is $4,200,000. Because of the long-range benefit of avoiding the slide with the relocation in the river, this plan is recommended for feasibility studies.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

ELJ:fw
cc: E. S. Hunter
V. D. Wolfe
Frank Hall

-J-H-1-D

Form FHWA-121 (12-67)
UNITED STATES GC RNMENT

Memorandum

U.S. I ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

TO : Mr. R. M. Phillips
Regional Federal Highway Administrator
10-00.333 Portland, Oregon

DATE: March 30, 1972

In reply refer to: HO-35

FROM : Ross W. Kruser, Director
Office of Highway Operations
By: H. A. Lindberg, Chief
Construction and Maintenance Division

R A Zeving, for

SUBJECT: Oregon I-80N-2(8)38
Fountain Landslide

The Soil and Rock Mechanics Branch has completed their analysis of the data for this project forwarded by Mr. H. B. Henry's memorandum of March 16. Their comments and suggestions regarding the State's proposed remedial scheme follow.

1. In the vicinity of Station 389 it would be beneficial to unload more material than that proposed by the State. Specifically, by increasing the depth of excavation approximately 25 feet at 1200 feet right of centerline and constructing 3H to 1V backslope from this point, a safety factor of 1.13 is obtained. (See attached Figure 1.) A catch basin and pipe could be used to drain the resultant swale.

2. Our analysis indicates that there is no significant effect on the safety factor by constructing the proposed rock buttress. (See Items 2 and 3 of Figure 2.) A stability analysis of the excavation required to construct the buttress indicates that even if done in increments a failure is likely (Item 4, Figure 2). We therefore recommend deletion of the buttress and drainage trench. (As agreed during the March 15 meeting, the unloading proposed for the lower portion of the slide should also not be done.)

3. If the buttress is not constructed an additional margin of safety may be obtained through the constructing of several rows of vertical sand drains paralleling centerline at about 500 feet right. These could then be tapped with horizontal drains installed from near roadway elevation. Although dewatering may be difficult to accomplish in portions of the sliding mass, the benefits to be derived from even partial success are significant. Efforts should continue to divert surface water away from the failure mass.

4-5-72
Copies to
AE Johnson
ES Hunter
Jim Putnam
L Ruin
D Gano
F Hall
V Wolfe

-more-

1-5-72 - cc F. Harbrough

K W.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-244

4. Consideration should be given to constructing a limited buttress below the railroad and into the river. With an adequate rock blanket the talus debris unloaded from the upper portions of the slide may prove satisfactory to construct the buttress. The buttress could extend approximately 50 feet into the river from Station 382 to Station 404.

2 Attachments

RECEIVED
APR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MADE BY DH DATE 2/4/1?
CHECKED BY .... DATE ....
CALCULATIONS FOR ....

PROJECT Fou[illegible] Landslide
Oregon
SHEET NO. 2 of 2

No Scale

Station 386+00

① Unload A & B, Construct Buttress
F.S. = 1.13 (State F.S. = 1.26)
② Unload B only, Construct Buttress
F.S. = 1.25 (State F.S. = ?)
③ Unload B only, No Buttress
F.S. = 1.21 (State F.S. = ?)
④ Stability of Buttress Excavation
F.S. = 0.85

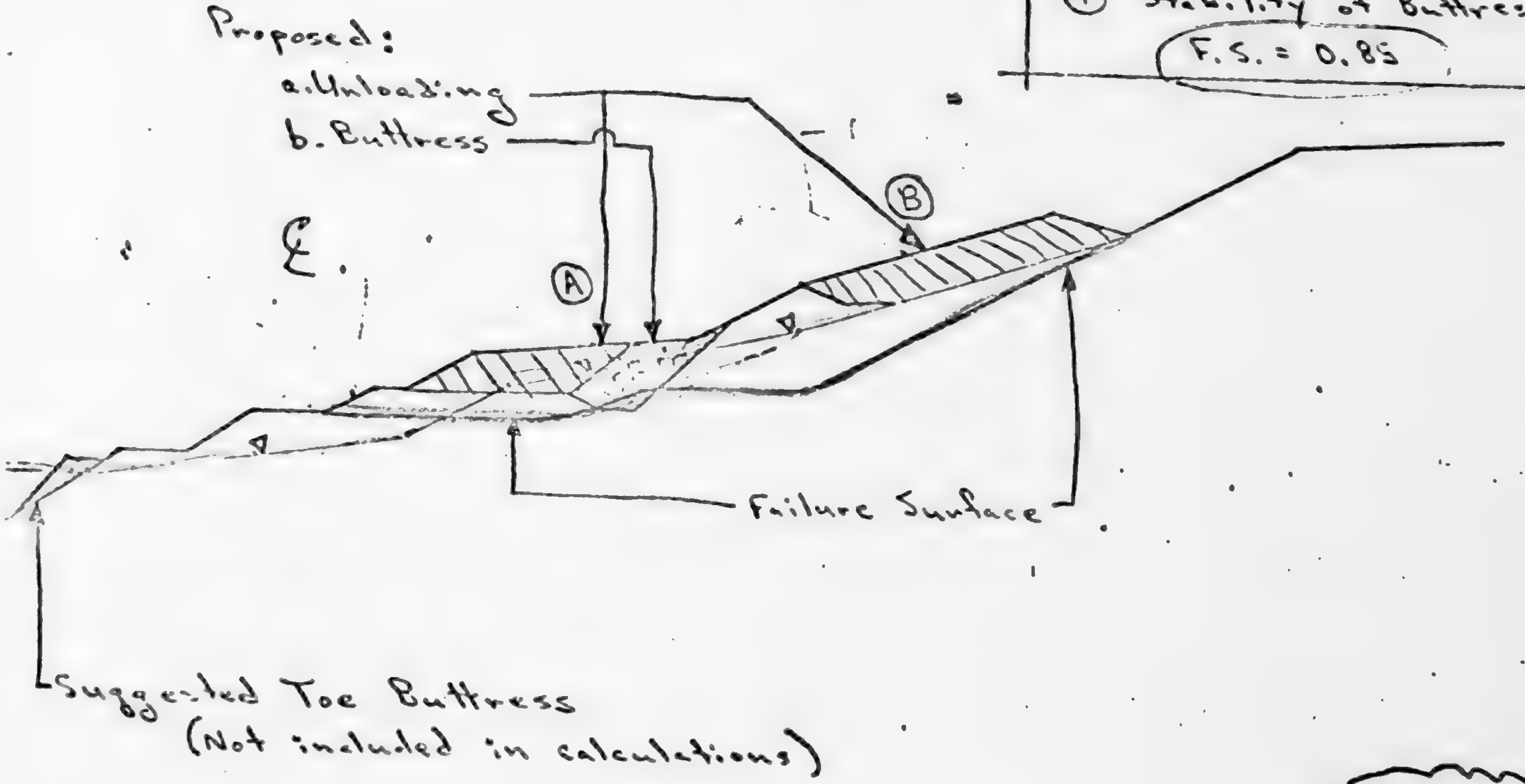

Figure 2

FEDERAL HIGHWAY ADMINISTRATION

MADE BY KH DATE 3/29/72 PROJECT Fountain Landslide

CHECKED BY .... DATE .... Oregon

CALCULATIONS FOR Results of Stability Calculations SHEET NO. 1 of 2

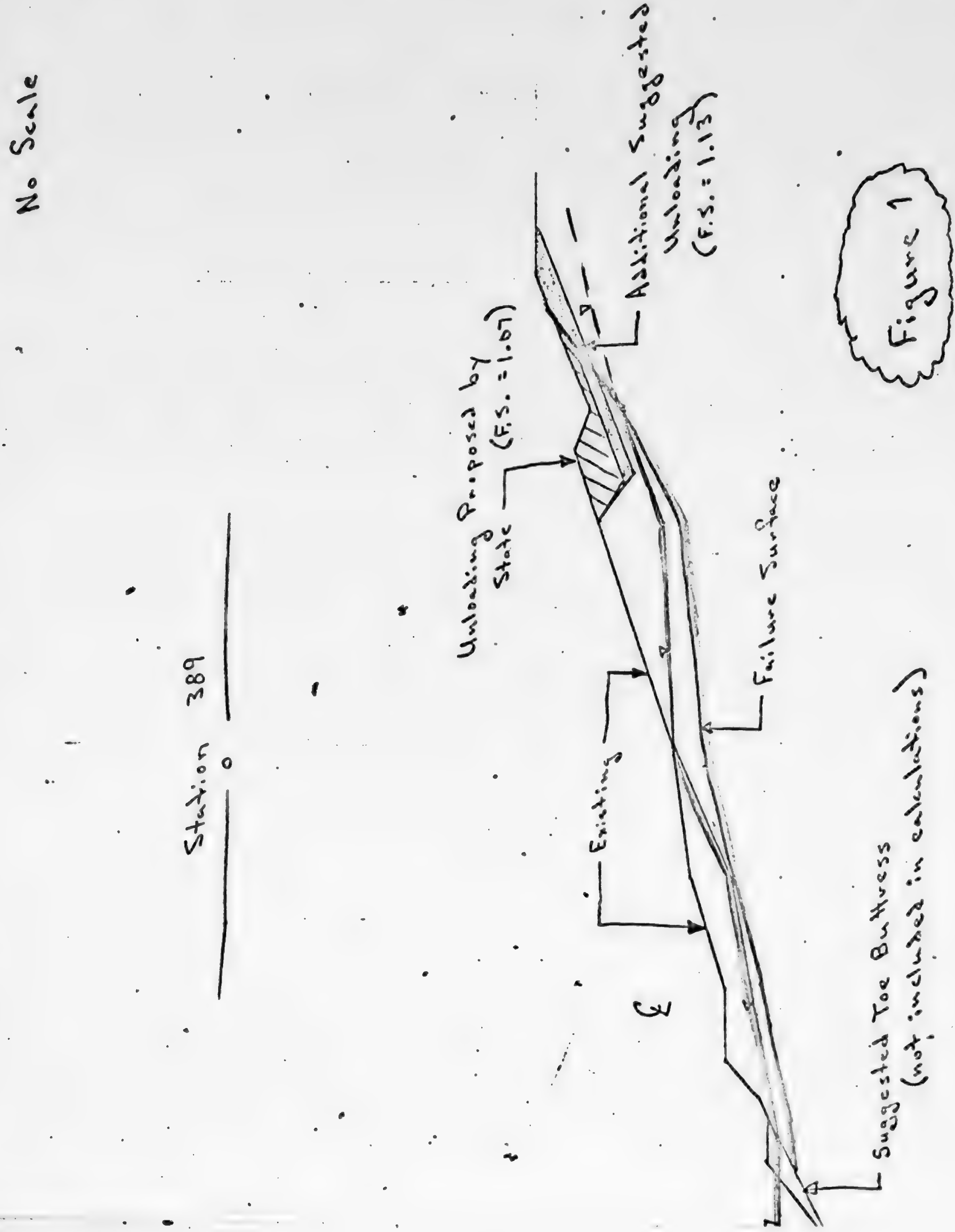
No Scale
Station 389
Unloading Proposed by State (F.S. = 1.07)
Additional Suggested Unloading (F.S. = 1.13)
Existing
Failure Surface
℄
Suggested Toe Buttress (not included in calculations)

Figure 1

Form FHWA-121 (12

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 5, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(8)38
Columbia River Highway
Fountain Landslide

Enclosed is a copy of a memorandum to the Regional Administrator from the Office of Highway Operations reporting on their analysis of the correction you proposed for the Fountain Slide at our March 15, meeting.

After you have evaluated these recommendations we will be available to meet with you and discuss your plans for correction of the slide. Please advise when you are ready for such a meeting.

Enclosure

4-10-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STAT GOVERNMENT
Memorandum

S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

TO : Mr. R. M. Phillips
Regional Federal Highway Administrator
10-00.333 Portland, Oregon

DATE: March 30, 1972

In reply refer to: HO-35

FROM : Ross W. Kruser, Director
Office of Highway Operations
By: H. A. Lindberg, Chief K. J. Zeimz, for
Construction and Maintenance Division

SUBJECT: Oregon I-80N-2(8)38
Fountain Landslide

Act	Inf		
	✓	Div Eng	
	✓	Eng Coord	
		Dist A	
✓		Dist B	
		[illegible]	
		[illegible]	
		[illegible] Way	
		Admin Mgr	
		File	

The Soil and Rock Mechanics Branch has completed their analysis of the data for this project forwarded by Mr. H. B. Henry's memorandum of March 16. Their comments and suggestions regarding the State's proposed remedial scheme follow.

1. In the vicinity of Station 389 it would be beneficial to unload more material than that proposed by the State. Specifically, by increasing the depth of excavation approximately 25 feet at 1200 feet right of centerline and constructing 3H to 1V backslope from this point, a safety factor of 1.13 is obtained. (See attached Figure 1.) A catch basin and pipe could be used to drain the resultant swale.

2. Our analysis indicates that there is no significant effect on the safety factor by constructing the proposed rock buttress. (See Items 2 and 3 of Figure 2.) A stability analysis of the excavation required to construct the buttress indicates that even if done in increments a failure is likely (Item 4, Figure 2). We therefore recommend deletion of the buttress and drainage trench. (As agreed during the March 15 meeting, the unloading proposed for the lower portion of the slide should also not be done.)

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-more-

RECEIVED
APR 4 1972
OREGON DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Consideration should be given to constructing a limited buttress below the railroad and into the river. With an adequate rock blanket the talus debris unloaded from the upper portions of the slide may prove satisfactory to construct the buttress. The buttress could extend approximately 50 feet into the river from Station 382 to Station 404.

2 Attachments

No Scale

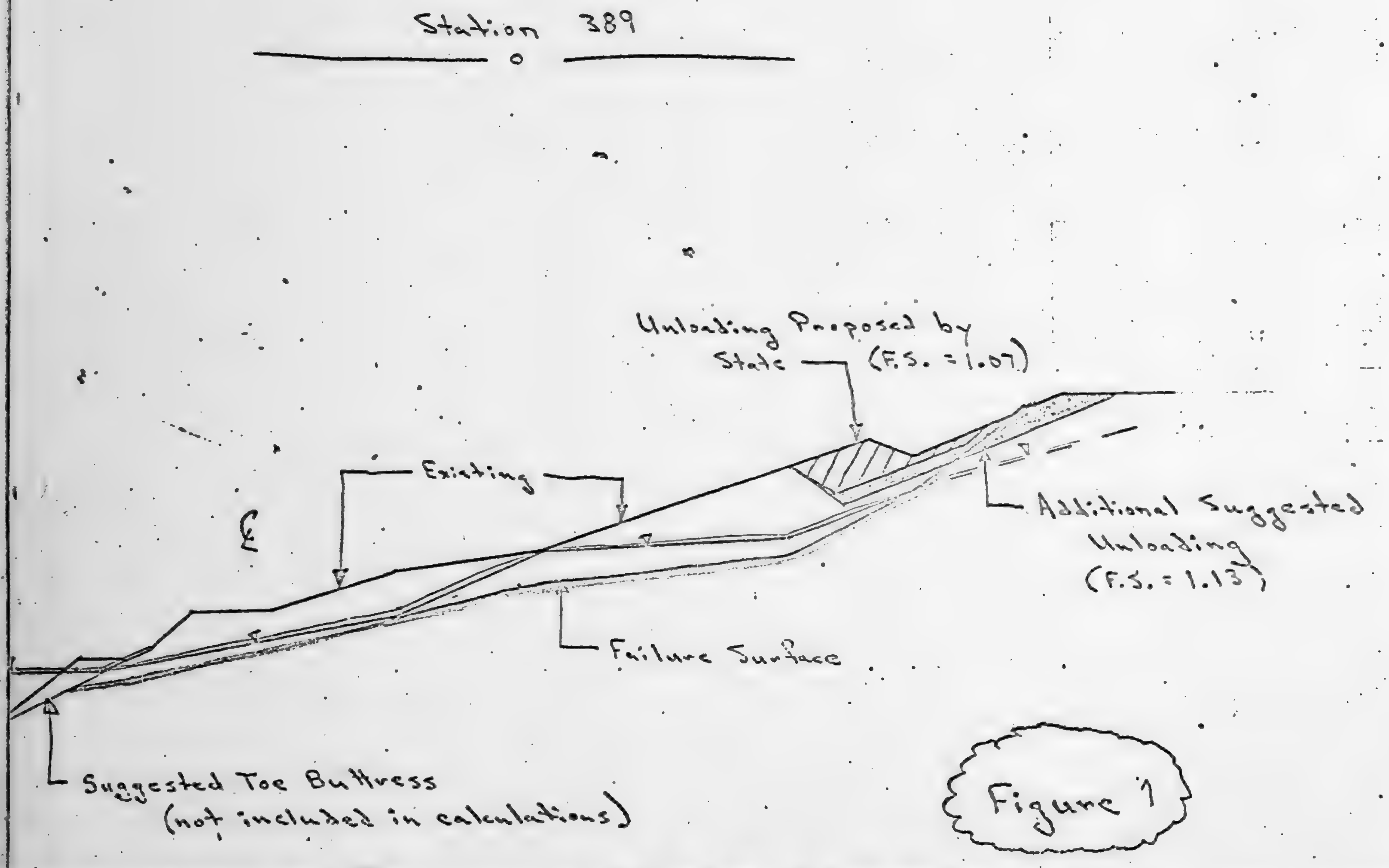
Station 389
Unloading Proposed by State (F.S. = 1.07)
Existing
℄
Additional Suggested Unloading (F.S. = 1.13)
Failure Surface
Suggested Toe Buttress (not included in calculations)

Figure 1

MADE BY KH DATE 3/23/72 [illegible] PROJECT Fountain Landslide
CHECKED BY .... DATE .... Oregon
CALCULATIONS FOR Results of Stability Calculations SHEET NO. 1 of 3

Station 386+00

No Scale

① Unload A & B, Construct Buttress
F.S. = 1.13 (State F.S. = 1.26)

② Unload B only, Construct Buttress
F.S. = 1.25 (State F.S. = ?)

③ Unload B only, No Buttress
F.S. = 1.21 (State F.S. = ?)

④ Stability of Buttress Excavation
F.S. = 0.85

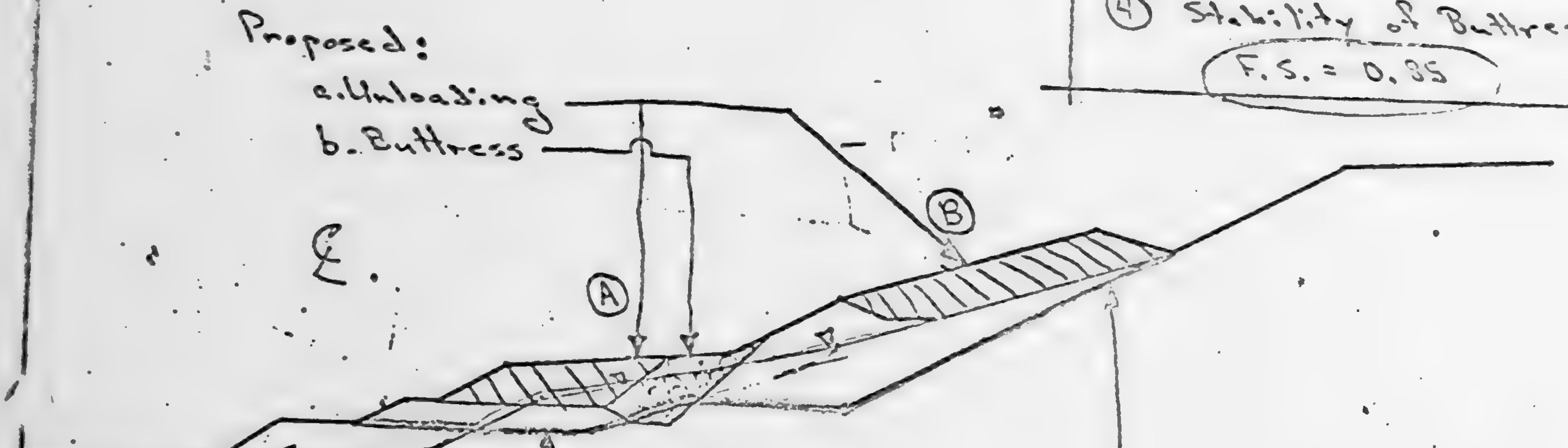

Figure 2

MADE BY [illegible] DATE [illegible]
CHECKED BY .... DATE ....
CALCULATIONS FOR ....
PROJECT [illegible] Ore. [illegible]
SHEET NO. 2

RECEIVED

Salem, Oregon
March 29, 1972

MEMO TO THE FILES

RE: Fountain Landslide
Preview of David Gedney's
Analysis of our Proposal

Glenn Hossner, FHWA, reported about David Gedney's review of our proposal of unloading, inlay and drainage to stabilize the Fountain Landslide.

1. Unloading was approved. He may recommend more than we proposed.

2. He believes the buttress is too risky to construct. Instead, he proposes two or three lines of closely spaced wells along the proposed buttress location.

The safety factor for Mr. Gedney's unloading and wells is 1.2.

A separate study was made by Mr. Gedney on the east slide. A rock buttress and a counterbalance located against the Union Pacific Railroad in the Columbia River was proposed. The part of the slide to which these corrections are to be applied is unclear.

Mr. Hossner expects the complete report from Washington, D. C. by Monday.

Dan [illegible] developing an analysis of the slope stability during construction of the buttress. The stability analysis and a substantial amount of the boring information on the east slide could be available by next Tuesday.

Edgar E. Johnson
Special Studies and Chief Cost Engineer

EEJ:[illegible]
cc: E. E. Johnson
E. S. Hunter
Victor D. Wolfe
Frank [illegible]
L. W. Rulien
J. F. [illegible]
[illegible] Yarbrough
[illegible]
[illegible] Simpson

NOTED
E. S. HUNTER

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OFFICE OF
STATE HIGHWAY ENGINEER

9169

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APR 5 1972

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 29, 1972

To: Jim Putnam
Regional Engineer
Region IV

SUBJECT: Additional Authorization
Fountain Slide Section
Columbia River Highway
Hood River County

Ed Johnson has requested an estimate of the cost of additional fountain exploration necessary to initital proposed remedial actions discussed at the March 15 meeting with the Highway Division and Federal Highway Administration. The estimated cost are as follows:

MAIN SLIDE AREA

No. Borings	Total Footage	Cost/foot	Total Cost
9	1050 feet	14.00	14,700.00

(Future) AREA SOUTH OF HEAD OF SLIDE

No. Borings	Total Footage	Cost/foot	Total Cost
5	1500 feet	14.00	21,000.00

Slope meter tubes will be installed in all of the borings. The cost of monitoring these tubes plus those already installed will run approximately 1,000.00 per month over eight months or 8,000.00.

Total additional authorization needed will be 43,000.00.

Dan Gano
Regional Geologist

DG:sdl

CC: Ed Johnson
Ried Merritt

Copy to A E Johnson
Bill Young
Dick Wolfe

APR 3
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Keasey
Dona
Walker
Johnson
RECEIVED
MAR 30 1972
CONSTRUCTION
SECTION

8141

genl files

Salem, Oregon
March 27, 1972

MEMO TO THE FILES

RE: Fountain Landslide
I-80N
Hood River County

The Highway Division met with the Federal Highway Administration on ~~March 15~~ to discuss a slide correction project for the Fountain Landslide on I80N about 40 miles east of Portland. David Gedney was available then to review our correction plans. A list of all those attending the meeting is attached.

Dan Gano explained the progress of the explorations. Slope indicator records show that the slide has moved up to 5 inches horizontally since the fall of 1971. Ground water levels around the vertical drain wells have returned to their original high levels this winter. The permeability of the talus in the slide debris is low. The water feeding the slide mass appears to enter in restricted permeable channels.

An unloading, dewatering and rock buttress plan was offered by the State for correction of the slide. About 550,000 cubic yards of unloading would be located near the top of the slide. A rock buttress which is located 500 feet south of the pavement hump would be founded below the slip surface. Drainage installed in the buttress excavation would dry up the downhill block of soil. The estimated safety factor against sliding in the hump area is more than 1.25 with this correction.

Stage construction is necessary to construct the buttress. The unloading at the top of the slide should be substantially complete before the buttress excavation is started. All slide correction work should be substantially complete before the pavement is regraded and surfaced in 1973.

Borings placed in the easterly side were inconclusive in defining the limits of the slide. No correction could be offered now. More extensive explorations will be made from which we will give our correction recommendations which are to be included in this proposed slide correction project.

Other possible corrections were considered. One was a drainage gallery to be designed by Moretrench Corporation. They recently responded to David Gedney with an offer to study the ground water conditions and install a dewatering system for less than $300,000. Mr. Gedney felt that much of the investigation work they offered to do we had already completed. We know that the average permeability of the slide debris is low. Therefore, the number of wells that may be required to dry up the slide would be many times more than Moretrench Corporation [illegible] in their offer. Other disadvantages to the well system [illegible] annual maintenance on the pump system would be high and [illegible] agreed that the well system is not a favorable alternate.

Another possible way of handling the slide would be relocation. Two routes were studied by the Reconnaissance Section. One attempts to bypass the slide to the south. The estimated cost is $5,200,000 as well as being located through other potential slide areas. The second route moves both the highway and the Union Pacific Railroad into the Columbia River across the toe of the slide. This location, too, is costly, about $4,200,000 and heavy fills would be placed on uncertain foundations near the main river channel. Mr. R. E. Simpson requested a geologic reconnaissance study of this foundation. Neither of these routes offer a more economical solution to the slide problem.

With these alternates considered, the Federal Highway Administration gave us their concurrence to proceed with the field location of our slide correction plan. David Gedney will check our slide analyses within the next three weeks. Any alternates to our correction will be offered by him after his review. The Federal Highway Administration agreed to further explorations in selected locations where more subsurface information is needed. The explorations essential to the design will be completed by early April.

Ed Hunter set a schedule that will permit the slide correction to be completed this year. Region IV will complete the field location of the slide correction by April 5, 1972. The Region will advise of waste areas and possible materials sources that should be included in the plans. Plans and specifications are to be completed by May 4, 1972 for advertising. The anticipated bid letting date is May 25, 1972.

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:lw
Attachment
cc: A. [illegible] Johnson
E. S. Hunter
F. D. Morgan
Victor D. Wolfe
Frank Hall
L. W. Rulien
[illegible] Putnam
[illegible] W. Yarbrough
Dan Gano

RECEIVED
MAR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

March 15, 1972

Fountain Landslide I-80N about 40 miles E. of Portland,
Construction Office, State Highway Bldg. Salem

Name	Agency	Town
Ed Johnsen	OSHD	Salem
F. G. Schmalz	FHWA	Portland
Roger Goughnour	FHWA	Atlanta
Keith D. Herbold	FHWA	Wash., D.C.
Glenn Hossner	FHWA	Salem
David Gedney	FHWA	Wash., D.C.
R. E. Simpson	FHWA	Salem
John R. Schultz	FHWA	Salem
Carroll Keasey	OSHD	Salem
Victor Wolfe	OSHD	Salem
J. F. Putnam	OSHD	Bend
F. W. Yarbrough	OSHD	Salem
Ed Hunter	OSHD	Salem
A. E. Johnson	OSHD	Salem
Dan Gano	OSHD	Salem

311.9 RECEIVED
FORM E-30
FOR FILIN

K

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1972

SUBJECT: Fountain Slide Disposal Sites

To:

Mr. Frank Hall
Design Engineer
BUILDING

ATTENTION: Mr. Frank Terpin

Transmitted herewith for your use are copies of the Region I records of disposal sites considered for the last correction project on the Fountain Landslide.

The proposed project will require a 750,000 cubic yard disposal site accessible to legal haul from the Columbia River Highway or possibly off-highway vehicles to the Wyeth area. It we are to make a disposal site available to the contractor, three possibilities should be reviewed before the project is advertised.

1. Hinsdale Property - Requires renewal of agreements with him, extension of a Corps of Engineers Permit No. 1507-29(Columbia River Fill)-25, and a possible Coast Guard permit.

2. The Port of Cascade Locks property east of the Cascade Locks Lumber Company. Several hundred acres are available requiring agreements with the Port. This site may be the easiest to clear by the advertising date early in May.

3. The Wyeth Area. This would be a new area for the State to acquire permits for disposal. It would be desirable because of a shorter off-highway haul to the east.

Please review these disposal sites to clear the most likely one for the bidders.

F. D. Morgan
Construction Engineer

By Edgar L. Johnsen

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:fw
Attach.
cc: A. E. Johnson
E. S. Hunter
L. W. Rulien
J. F. Putnam

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

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MAR [illegible] 1972
FORM E-30 (REV 10-69)
FOR FILI

K P

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 20, 1972

To: Mr. O. B. Jackmond
Maintenance Operations Engineer

BUILDING

SUBJECT: File 46958 - Hertrich
Fountain Slide Section
Columbia River Highway
Hood River County

In your letter of October 28, 1971, you requested that we should negotiate without a provision in the permit of entry --- if possible. This provision was to provide a 2" pipeline hookup.

We have received a signed easement for a drainage facility at the reviewed amount of $100.00. However, we were not able to eliminate this provision. Upon the advise of our Attorney, the following language was added to this provision:

> "The State shall not assume any obligation or guarantee as to the life or maintenance of the drainage facility, or as to water flow or continuing supply of flow through the facility.
>
> "The State shall not interfere with normal flow of drainage waters through the facility as long as the facility remains in use."

We are requesting your approval of this easement before we submit it to the Highway Commission.

JOHN R. OAKES
Assistant R/W Engineer

JRO:gv

cc: E. S. Hunter

RECEIVED
MAR [illegible] 1972
[illegible]
STATE HIGHWAY [illegible]

NOTED
E. S. HUNTER

SP*52475-734

2147

RECEIVED

FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 23, 1972

In reply refer to: 10-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)38, Fountain Landslide

REFERRED TO 2-28-72
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER
cy Johnson

Enclosed are copies of correspondence outlining possible costs and procedures for a method of using dewatering systems on the subject project.

After your review we would appreciate receiving your comments.

Enclosures
Memo, Dir, Ofc of Hwy Oper to Regional Adm, 2-11-72
Ltr, Moretrench American Corporation to FHWA, 2-2-72

Simpson:nig

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

February 11, ~~1971~~ 1972

HO-35

Mr. R. M. Phillips
Regional Federal Highway Administrator
10-00 Portland, Oregon

Ross W. Kruser, Director
Office of Highway Operations
By: H. A. Lindberg, Chief
Construction and Maintenance Division

/s/ H. A. Lindberg

Oregon Project I-80N-2(8)38
Fountain Landslide

For some time now, Mr. Gedney has been talking with various specialized service companies relative to possible dewatering systems for use on the subject project. The one interested company, Moretrench American Corporation, has submitted the attached proposal for services. Quite naturally, were the State to consider pursuing such an approach, a formal proposal would be submitted to Oregon; however, the conceptual approach outlined in the February 2, 1972, letter from Moretrench ought to be examined.

You will note that the approach is fivefold, beginning with a fee-basis study of the hydrologic features of the landslide area. Also, the well data accumulated by the State would be examined. A rather interesting comment by Mr. Powers is the "avoidance of air entrainment, which could hamper acceptance of the water by the lower aquifer," a consideration not previously considered by us.

Since we must properly examine all possible alternate solutions to this perennial problem, it would appear that the proposed cost for Phase I, Preliminary Study, and Phase II, Tentative Design, are quite nominal--$6,500. Any further study beyond these two phases would be subject to satisfactory agreement by the State and FHWA that the preliminary studies appear to offer a feasible solution.

Would you please discuss the proposal by Moretrench with the State in line with the above comments.

Attachment

REGION 10
RECEIVED

Tel. 201 627-2100

MORETRENCH AMERICAN CORPORATION
dewatering systems and services
CABLE ADDRESS: WELLPOINTS, ROCKAWAY, NEW JERSEY

ADDRESS REPLY TO:
ROCKAWAY, NEW JERSEY 07866

February 2, 1972

Mr. David Gedney
Soil and Rock Mechanics Branch
Construction and Maintenance Division
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20591

REFERENCE: Fountain Landslide
Near Portland, Oregon

Gentlemen:

We have reviewed the information made available to us, and offer herewith our tentative analysis, together with recommendations for a program to deal with the problem.

The information furnished us indicates that your preliminary analysis is correct; that the slide is occurring on a slip plane near the top of the mudstone. Further, the results of work accomplished so far have, Mr. Gano reports, reduced the movement during this winter season, although rainfall is above normal.

It would thus appear that substantially complete removal of the water above the mudstone will control the slide. If we assume that this is the case, then the problem breaks down into the following segments:

1) Design a dewatering system which hydrologically will effect removal or vertical transfer of the water.

2) Adjust the system design to provide the necessary life span, with an acceptable maintenance expense.

3) Establish installation procedures which will provide construction of the system at acceptable first cost.

4) Modify the design to suit actual conditions as they are developed.

5) Assure construction in accordance with the modified design.

Each of these segments lends itself to analysis and procedures based on proven theory, and on experience from actual temporary and permanent dewatering installations. The five segments cannot be treated individually; an overall coordinated program must be planned to deal with them together. We propose such a program herewith. However, segregating the five segments helps, we believe, to clarify their relationships.

TENTATIVE DESIGN AND ESTIMATE

Based on our preliminary review of available information, we have prepared a design to achieve the permanent dewatering. It consists of a line of 50 wells perpendicular to the slide, on an average of 30' centers. These wells would all be constructed as vertical drainage wells, but those in zones of higher permeability and recharge would be equipped with automatic submersible pumps. In the wet season when subsurface flows above the mudstone exceed either the vertical capacity of the wells, or the volume the lower aquifer can accept, the pumps would operate automatically to maintain the dewatered condition.

We estimate the total cost of installing such a system including wells, discharge piping, pumps, automatic controls and water level instrumentation at approximately . . . . $300,000.

We estimate the maintenance cost at approximately . . . . $ 5,000 per year.

The above figures should be considered only as a guide, since the design cannot be finalized without the work done in the engineering program described below. In our opinion, the necessary system may cost less, but we doubt it would go higher.

ENGINEERING PROGRAM

Before proceeding with an installation such as described, we recommend the following engineering program:

Phase I - Preliminary Study

1) Thorough review by dewatering specialists of the work done so far; drilling logs, pump tests, seasonal water level variations and the like.

2) Study of the surface hydrology in the area to determine if practical means are available to reduce the recharge rate to the upper aquifer.

3) Study of the chemical and bacteriological quality of the water, to determine its effect on well life and maintenance costs, and to determine the compatibility of water in the upper and lower aquifers.

4) Study of the permeability and grain size characteristics of the pervious zones of the upper and lower aquifers.

5) Review of currently effective drilling techniques in local geologic conditions, consideration of newly available techniques developed for similar conditions in other parts of the world, and review of availability in the local area of various types of drilling equipment and skilled operators therefor.

Phase II - Tentative Design

With information developed in Phase I, the next steps recommended are:

1) Quantitative analysis of the hydrology of the problem.

2) Design of a well suitable to the purpose. Such a design would incorporate:

    a) Reasonable construction cost, so that wells can be spaced closely to pick up variations in the aquifers.

    b) Hydraulic effectiveness in both the upper and lower aquifers.

    c) Permanent materials of construction.

    d) Ease of maintenance against corrosion and encrustation.

    e) Avoidance of air entrainment, which could hamper acceptance of the water by the lower aquifer.

3) Tentative selection of average well spacing and specific location.

4) Preparation of a revised cost estimate.

We would be pleased to act as consultants during the engineering program, Phases I and II described above. A schedule of our fees is attached. We estimate that the cost of these consulting services, including site visits, analysis of data, and preparation of reports at approximately . . . $6,500.

Phase III - Construction Program

Assuming the project is approved on the basis of feasibility and revised cost estimate, well construction and testing can proceed. In ground conditions as variable as indicated here, it is essential to modify the tentative design as additional information is developed during the well construction. Location of wells will have to be adapted to conditions uncovered and perhaps in some locations, the well design itself may have to be altered.

Phase IV - Completion

When all wells have been completed and tested, the final design of pumping equipment, water level instrumentation, discharge manifolds, automatic controls and electrical installation can be prepared. We would be pleased to accomplish Phases III and IV, furnishing engineering, field supervision, and drilling services on a time and material, or force account basis.

Thank you for your interest in Moretrench American's services. If the proposals made herein are of interest to you, we would be happy to meet with you to discuss the matter further.

Yours truly,

MORETRENCH AMERICAN CORPORATION

J Patrick Powers

J. Patrick Powers
Vice President, Engineering

JPP/n
CC: JJD
RGL/JFD
HHT

Tel. 201 627-21

MORETRENCH AMERICAN CORPORATIO

dewatering systems and services

CABLE ADDRESS: WELLPOINTS, ROCKAWAY, NEW JERSEY

ADDRESS REPLY TO:
ROCKAWAY, NEW JERSEY 078

Effective January 1, 1972

SCHEDULE OF FEES FOR ENGINEERING SERVICES

1. The charge for principal engineers will be at the rate of $300 per day.
2. The charge for personnel other than principal engineers will be at cost, including salary and other direct payroll costs, plus 150 percent.
3. Other costs incurred in the project, such as living and travel expense, telephone, insurance, special tools and supplies, printing and photographic work will be charged at cost plus 20 percent.

FORM 6-30 (REV. 10-69)

Wills
J. O.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

SUBJECT: Fountain Slide
Columbia River Highway
Hood River County
Trench Unloading Analysis

To: Mr. Victor D. Wolfe
Location Engineer

Attention: George Wills

Ed Johnsen has asked me to analyze the trench excavation plan proposed for the Fountain Slide to try to show some stabilizing effect. It can't be done in the accepted way; that is, by showing an increase in the ratio of resisting force to driving force. In fact, the way the excavation is proposed it may cause a decrease in the ratio or, in other words, a lowering of factor of safety against sliding. The unloading should be done from higher up the slope, or at least from the steeper portion of the slip plane.

Real benefit from the trench could occur if it would lower the water table in the remaining slide, but the very limited drawdown effect by the test wells shows that a trench is not likely to so affect the water level unless it is located to function as an interceptor.

The drain well investigation seems to show that the vertical dry wells will lower the water table but a very large number of them will be required. It is probably feasible; say 1000 wells at $1000 each is less than half the cost of the former unloading. Add two tunnels and still be under 2 million.

Best thing I know to do is to proceed with all deliberate speed to try Gedney's "eductor" pump system and if it doesn't work (and I don't think it will without a large number of wells also) press them to proceed with some other drainage plan.

I think responsible opinions other than mine can be obtained that the Fountain Slide is potentially dangerous when it is moving during the rainy and snowmelt season because of the considerable amount of water obviously flowing through it. If it should move sufficiently or in any way to block the flow of water, a condition might be created whereby the entire sliding mass could flow rapidly into the river. This is a classic slide mechanism and the elements for its occurrence appear to be present in the Fountain slide. The FHWA might be moved to more aggressive action if they were asked to evaluate this possibility and the necessary remedial measures in case it happens.

After I talked to Ed Johnsen about this he asked me to continue to look at a possible interceptor trench
F

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

[illegible] Morgan Attn: Ed Johnsen

RECEIVED
NOV 15 1971
LOCATION SECTION

NOTED
E. S. HUNTER

2/1/7

[illegible] NOV 2 - 1971
FORM 2-30 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1971

SUBJECT: Request for Drainage Easements
Fountain Slide Vicinity
Columbia River Highway

To: E. S. Hunter
ASSISTANT STATE
HIGHWAY ENGINEER

This past summer a meeting was held on the Fountain Slide site between FHWA and State Highway Division personnel. It was determined that we should collect and divert surface water at a point immediately below the escarpment in an attempt to eliminate some of the subsurface water in the active slide area. This work is in process. A collection basin has been constructed at the base of the escarpment to intercept an intermittent stream whose waters previously dissipated underground within a few hundred feet of the escarpment base. This basin is on U. S. Forest Service land. An 18" culvert traverses two parcels of private property over which permits of entry were received in writing. The work remaining consists of installing catch basins along the run of culvert pipe and installing flexible pipe (plastic) over the face of the slide area.

Enclosed are sketch maps, traverse sheets, field notes, copies of deed photostats and permit of entry letters relative to the acquisition of permanent drainage easements over and across the two parcels of private property involved.

It should be noted that the permit of entry letter from Adolf Hertrich (contract purchaser from The Port of Cascade Locks) makes mention of us providing for a 2" pipe hookup to this system. We should negotiate this easement without this provision if possible. A check with the State Engineer has revealed that no water rights have been filed on this stream. At present there is a 2" pipeline connecting the base of the escarpment to the Francis Wholesale property and this we intend to leave in place. No water from this source is being used by any other parties to our knowledge.

Your approval and authorization for acquisition of these easements are requested.

11-1-71
Orig and 1 att &
mailing &
[illegible]
Bothman
cy

APPROVED
EH
E. S. Hunter
Date 11-1-71

Robert N. Bothman
Maintenance Engineer

By O. B. Jackmond
O. B. Jackmond
Maintenance Operations Engineer

RECEIVED
OCT 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OBJ:rr
attachments

RECEIVED
OCT 29 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1971

SUBJECT: Fountain Slide Review
by FHWA Soils Consultant

To: Victor D. Wolfe
Location Engineer
Office

A review of the data from the investigation of dry wells at the Fountain Slide was made on October 14 by the FHWA Soils Engineer Consultant, Dave Gedney, in the Region I Geologist's office, attended by a dozen other OSHD and FHWA engineers named on the attached list.

There was fairly general agreement that the dry wells are not going to stabilize the slide because they do not capture the water in sufficient quantity. Their probable effectiveness in the wet season will not be known without actually observing it when the season arrives, but the indication is that it will be grossly insufficient.

Mr. Gedney proposed trying a system of eductor pumps to try to increase the flow from the wells, but his presentation and my analysis of the idea is unconvincing. He proposed that if these don't work, "a tunnel may be needed".

I have been discussing the slide situation informally with the Soils Engineer and Geologist in the North Pacific Division Office of the Corps of Engineers (former work associates and friends of mine) and they have strongly recommended a tunnel since before the unloading work. When I reviewed the data again with them on October 15, they still insist a tunnel can be made to work. They point out their success with drainage tunnels in the Ruckel Slide in a similar formation about four miles west of the Fountain, and they have about three other successful applications in dam abutments.

It appears to me that the FHWA is going to be slow to move to substantial construction because they really don't know what to do either. We might push them some to proceed with a tunnel if we had a written recommendation from the Corps. This probably could be obtained if the State Highway Engineer would ask the North Pacific Division Engineer of the Corps for it. We would have to pay for their engineer's time in reviewing the data, around $1000 I would estimate. Would you like a letter drafted to them for this purpose?

10-27-71
Mr. Wolfe: NO.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

NOTED
VICTOR D. WOLFE

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

R

Form FHWA-121 (12-6

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 1, 1971

In reply refer to: 08-35.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)23, Fountain Slide

Enclosed is a copy of a memorandum to the Regional Administrator from the Office of Highway Operations, indicating an analysis made on the Fountain Slide, along with modifications of the planned location of additional drainage wells.

After you have examined this proposed corrective action, and information is available from the exploratory work underway, a meeting with Mr. Gedney of the Washington, D.C. office may be desirable. If such is the case, please advise and we will arrange for such a meeting.

Enclosure
Memo, 8-25-71, Kruser to Phillips

Simpson:nig

AEJ
Discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Washington, D.C. 20590

Mr. R. M. Phillips
Regional Federal Highway Administrator
Portland, Oregon

08-00

August 25, 1971

HO-35

Ross W. Kruser, Director
Office of Highway Operations
By: H. A. Lindberg, Chief /s/ H. A. Lindberg
Construction and Maintenance Division

Fountain Landslide, I-80N-2(8)23
Oregon

The Soil and Rock Mechanics Branch has completed its stability analyses of various possible remedial schemes for this landslide. The results of these analyses indicate that some modification of the planned locations of the additional drainage wells may be desirable.

The design of any remedial measure for this project is significantly hindered because major portions of the failure plane are inclined at an angle with the horizontal which equals or exceeds the angle of available shearing resistance within the failure zone. This condition dictates judicious application of buttressing loads and unloading schemes. The best approach to such a problem is to: (1) Increase the effective stress in areas of the slide in which the inclination of the failure surface is less than the angle of internal friction of the material in the failure zone. This may be done by buttress construction or by lowering the water table and thereby reducing the buoyant forces. and (2) Decrease driving forces by unloading in areas where the failure surface is inclined at an angle which exceeds the angle of internal friction. A careful analysis must be made of any unloading scheme to insure that a second failure is not induced through removal of support of the slope above the unloading area. It should be noted that a lowering of the water table in areas where the inclination of the failure surface is greater than the angle of internal friction will actually increase the driving forces. It is this latter point which will have a major effect on the proper location of the drainage wells.

To evaluate the available shear resistance, cross sections at Stations 386+00 and 389+00 were analyzed (see Figures 1 and 2). Assumptions regarding the location of the water table and the failure surface are illustrated along with pertinent borings showing the location of the mudstone layer. For a safety factor of 1.0 (incipient failure) a required friction angle of 14.6 degrees and 15.2 degrees was obtained for Stations 386 and 389 respectively. A value of 15 degrees was then assumed in all additional calculations.

-more-

An attempt was then made to develop a stable design through the use of selected dewatering, unloading and buttressing. Figures 3 and 4 illustrate possible remedial schemes for Stations 386 and 389. As constructed, safety factors of 1.18 and 1.21, respectively, were obtained for the suggested designs.

An analysis of Station 389 was also made to determine what effect the dewatering and addition of load would have on a deep-seated failure beneath the roadway and railroad. For the present condition a safety factor of 1.05 was obtained (Figure 5), and the proposed correction has a calculated safety factor of 1.09 (Figure 6). This analysis indicates that the proposed correction should not have an adverse effect on the deep failure surface which presently seems to have been marginally stabilized by previous unloading and dewatering schemes.

Based on these analyses we feel that a modification of the drainage well layout should be made so as to fully define ground water lowering capability in the slope above the roadway north of the existing wells. After the State has examined this proposed corrective action, a meeting may or may not be desirable. If such is the case, please so inform us.

Attachments

MADE BY .... DATE ....
CHECKED BY .... DATE ....
CALCULATIONS FOR .... Station 356+00

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

PROJECT ....
SHEET NO. 1 of 1

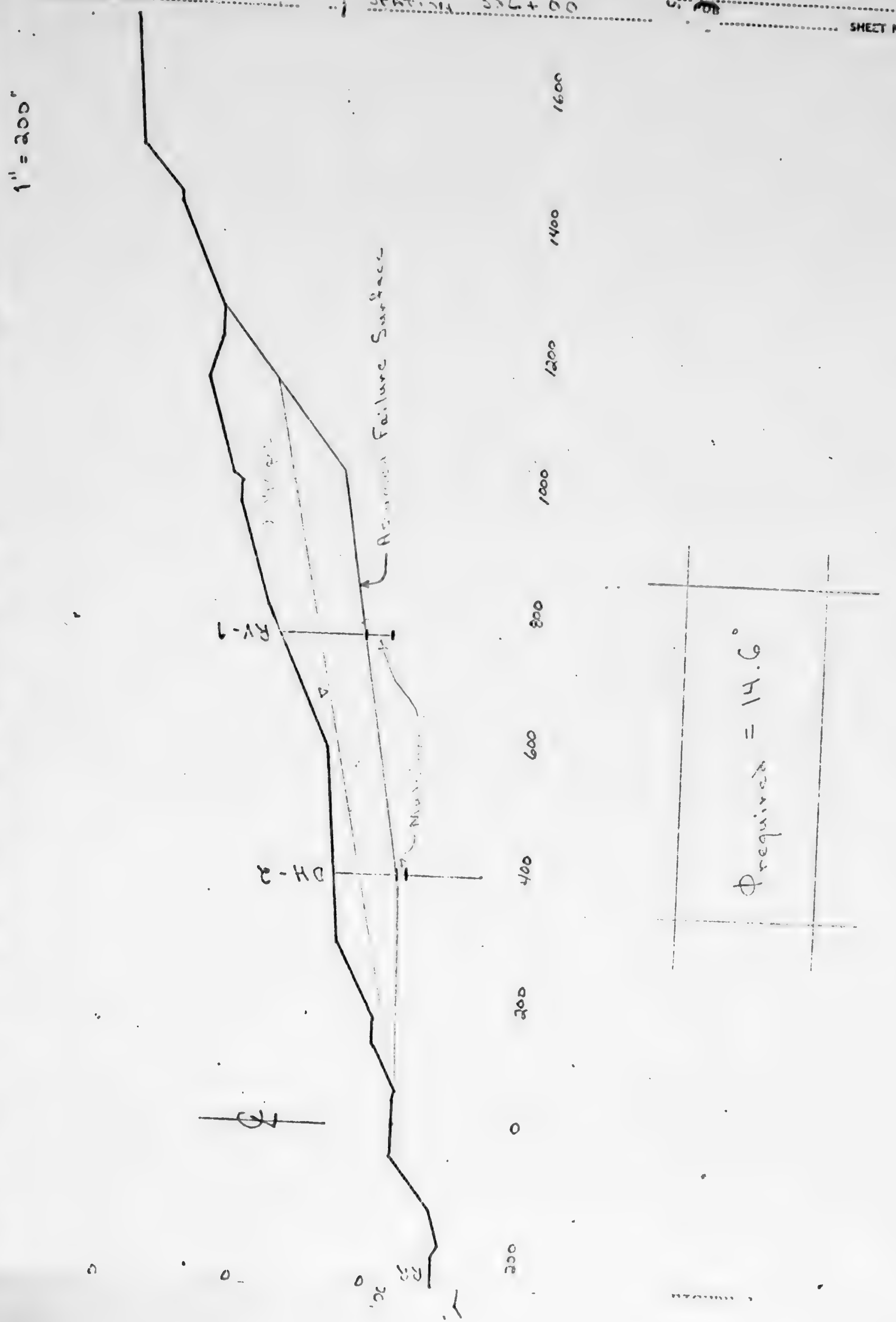


FIGURE 2

MADE BY .... DATE .... BUREAU OF PUBLIC ROADS

CHECKED BY .... DATE ....

CALCULATIONS FOR .... STATION 381+00 .... SHEET NO. 1 of 1

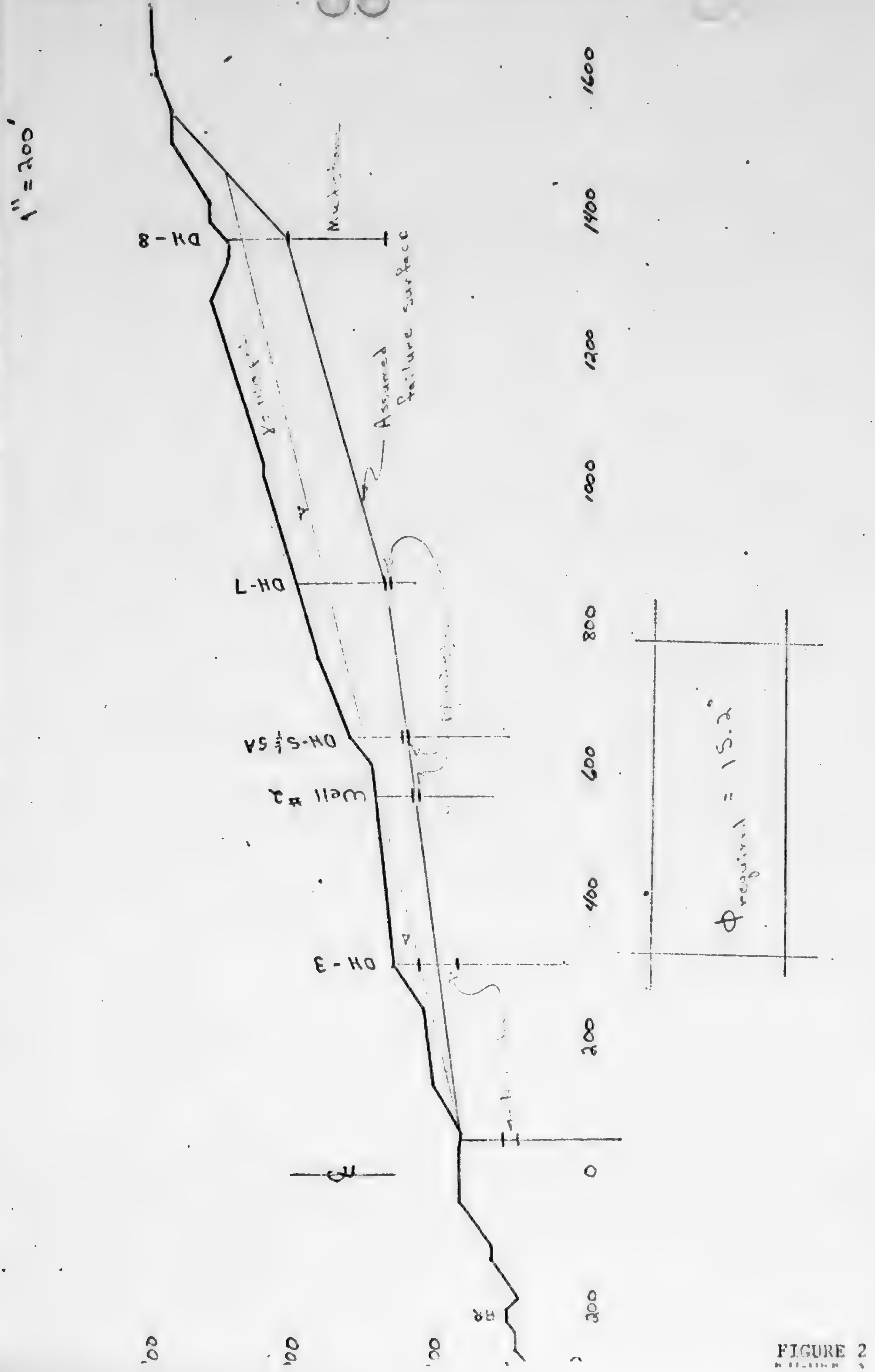


FIGURE 2

MADE BY .... DATE ....

CHECKED BY .... DATE ....

BUREAU OF PUBLIC ROADS

PROJECT ....

CALCULATIONS FOR Station 386+00

SHEET NO. 1 of 1

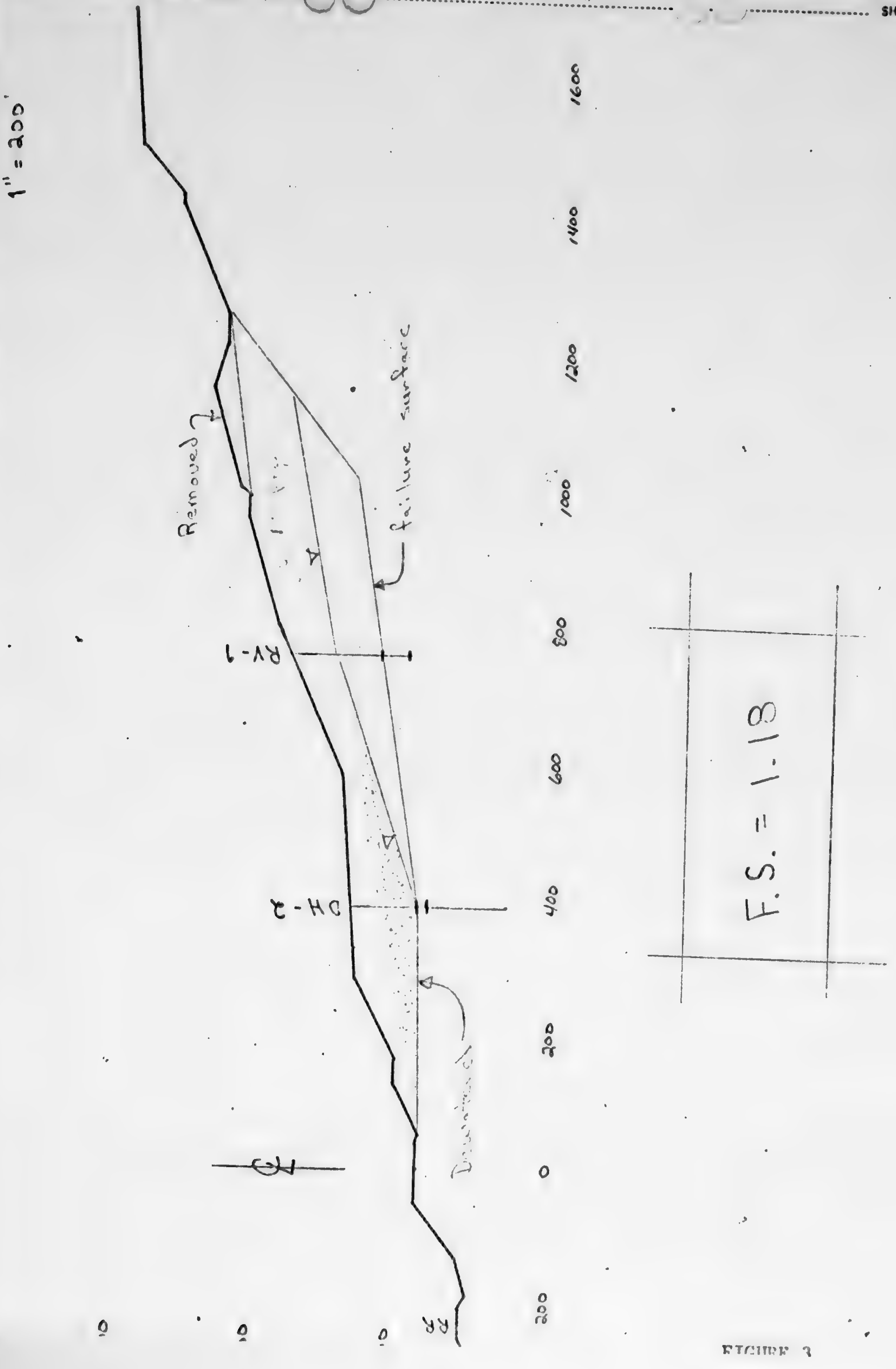


FIGURE 3

MADE BY [illegible] DATE [illegible]
CHECKED BY .... DATE ....
CALCULATIONS FOR Station 384+00

BUREAU OF PUBLIC ROADS

PROJECT [illegible]
SHEET NO. [illegible]

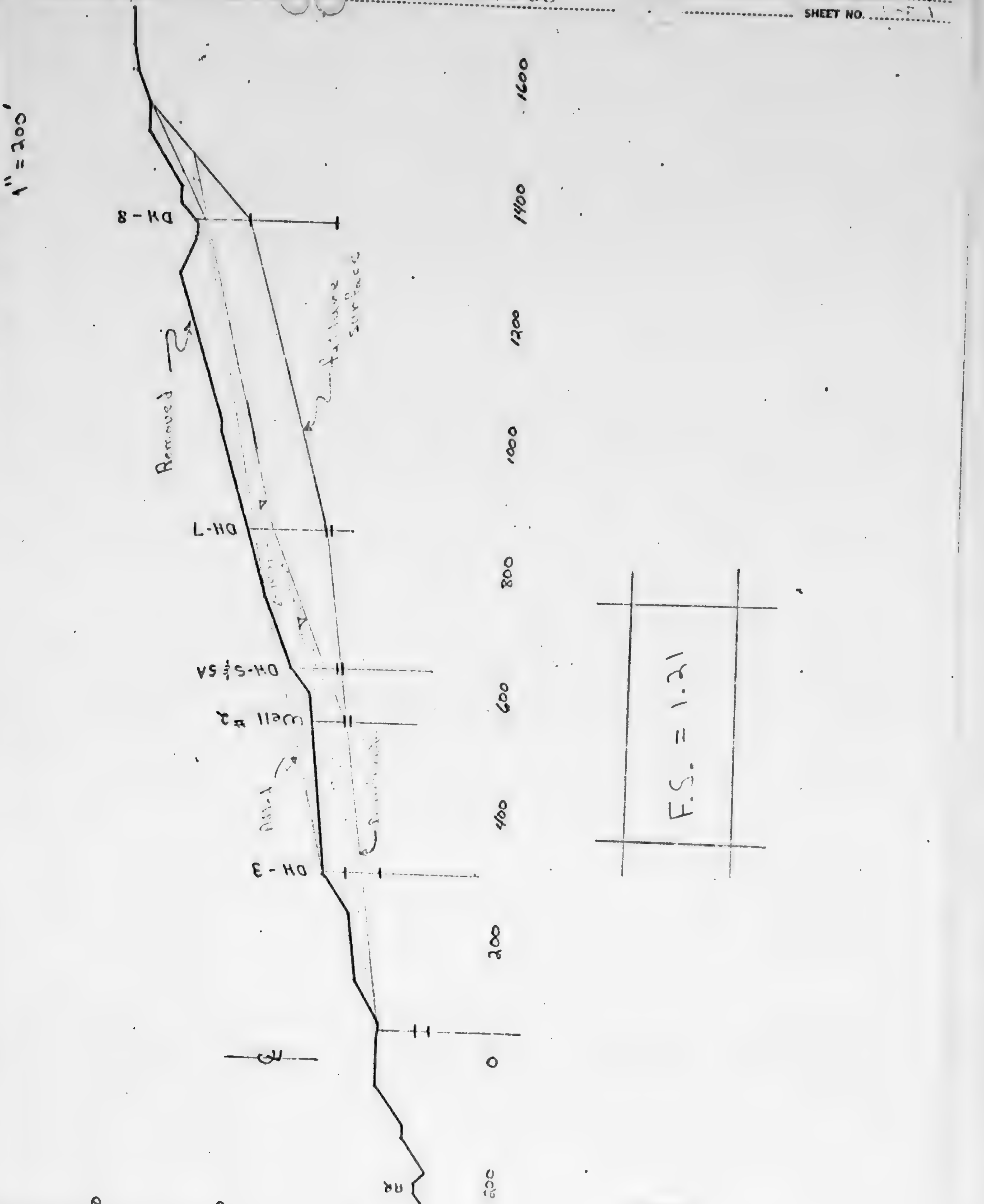


FIGURE 4

CHECKED BY .... DATE ....

CALCULATIONS FOR .... STATION 381+00 .... SHEET NO. 1 of 1

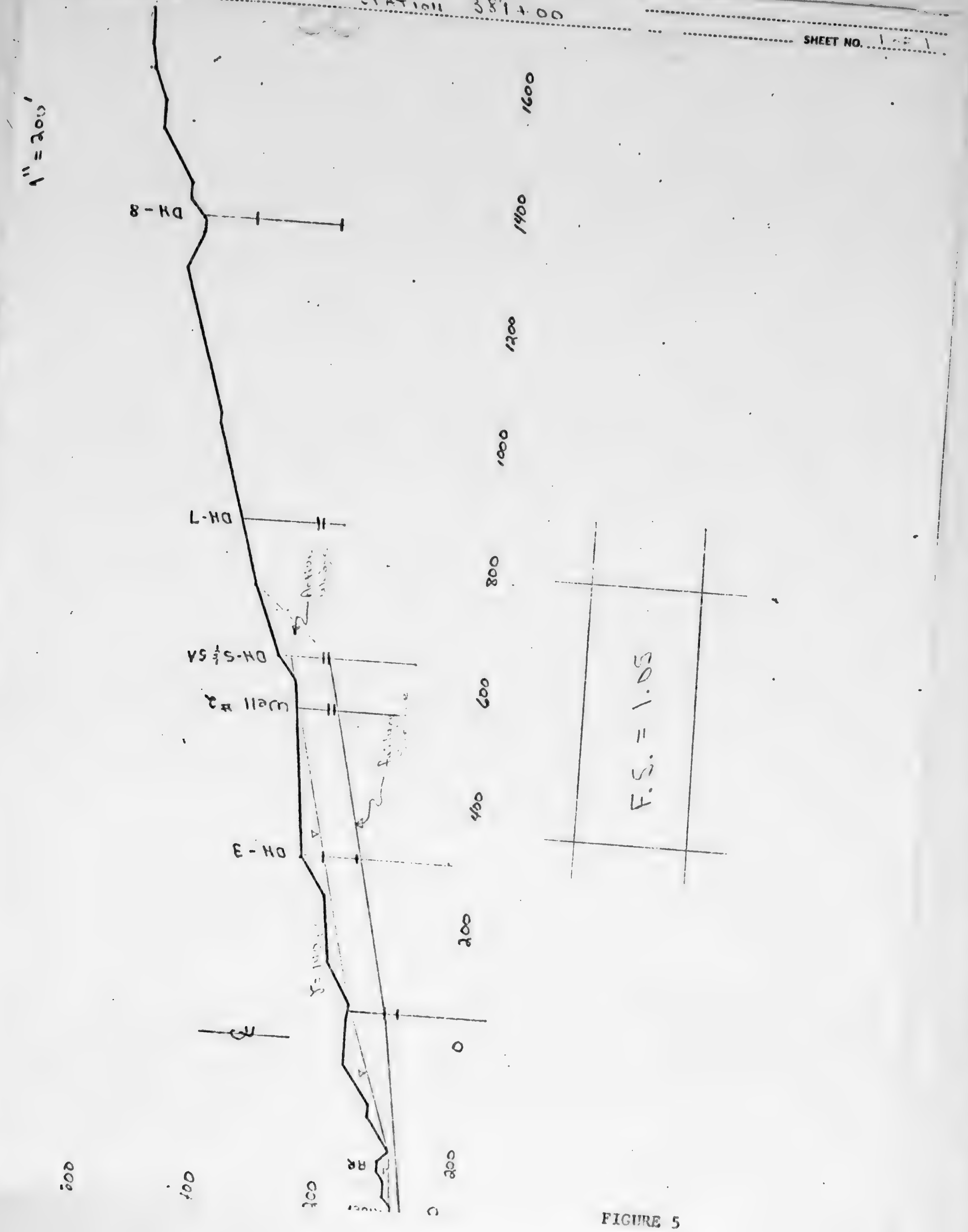
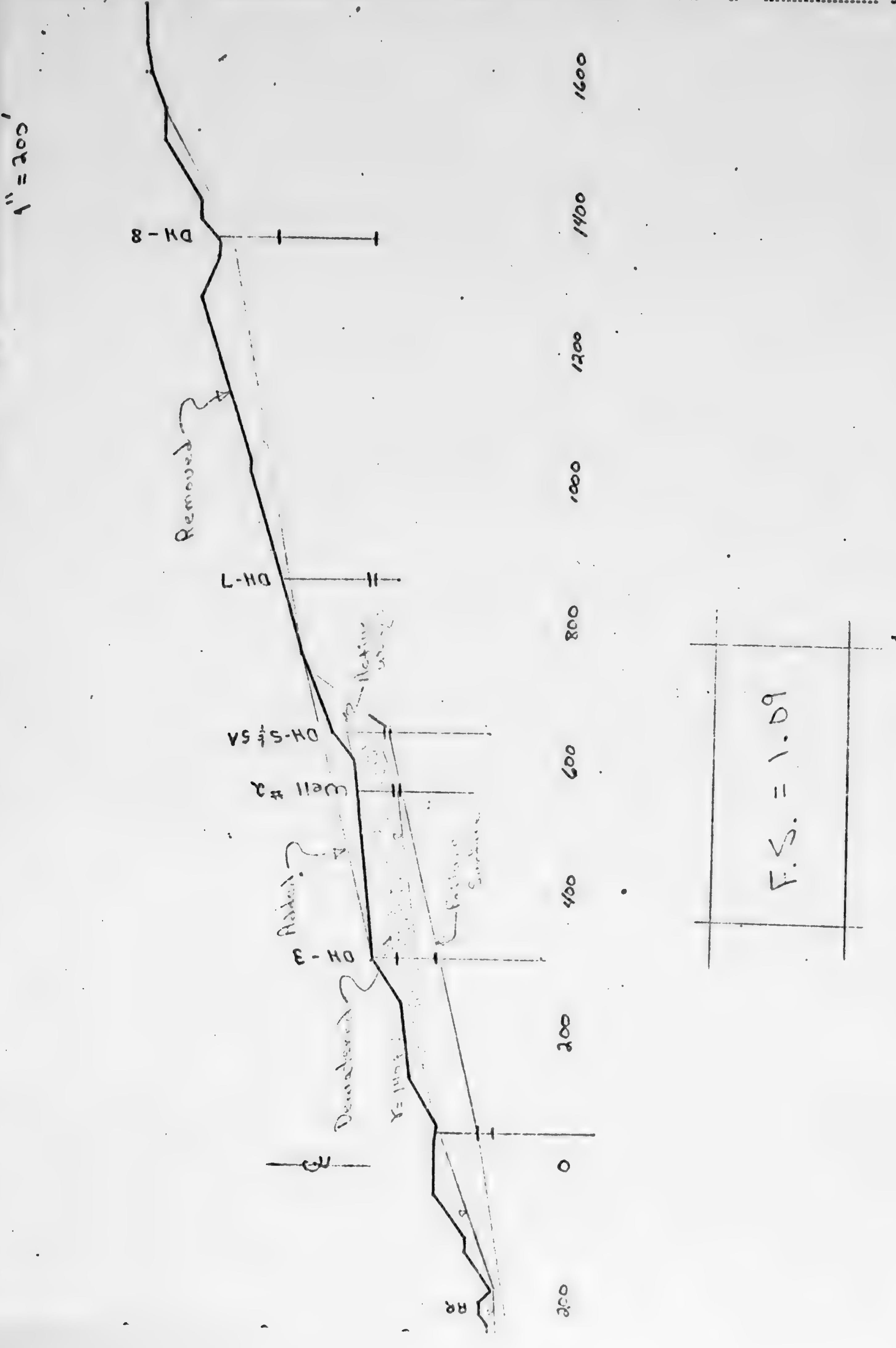


FIGURE 5

MADE BY KN DATE 5/10/71 **FEDERAL HIGHWAY ADMINISTRATION** PROJECT [illegible] LANDSLIDE
CHECKED BY .... DATE .... **BUREAU OF PUBLIC ROADS**
CALCULATIONS FOR .... STATION 381+00
SHEET NO. 1 of 1



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K P

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 4, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)38
Bonneville - Hood River Section
Preliminary Engineering on Fountain Slide

Reference is made to Mr. Asburry's July 29 letter requesting authorization to proceed with the drilling of additional test holes and related work necessary to "winterize" the Fountain Slide area.

This is to confirm the verbal authorization to proceed given to Mr. E. L. Johnsen during the July 30 meeting in this office on this subject.

The drilling of additional wells and the installation of slope meters are eligible Preliminary Engineering costs that may be charged to the subject project. Any "winterization" of the slide such as filling cracks and improving drainage is considered construction work and must be charged to Project I-80N-2(48)48.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N

Box 300
Salem OR 97308

08-00.341

Mr. Ralph M. Phillips, Regional Administrator
Portland, Oregon Original signed by
G. R. Hossner
Div. Engineer
R. E. Simpson, Division Engineer
Salem, Oregon

July 30, 1971

08-35-DB

Oregon Project I-80N-2(8)38
Fountain Slide
Drill Log for DH-14

Attached are two copies of the drill log for the drill hole designated DH-14. This information was recently requested by Mr. Gedney of our Washington office.

The State is presently drilling the three additional boring at the locations requested by Mr. Gedney. The slope indicators will be installed prior to drilling the additional drainage wells.

Enclosure

cc:
OSHD (E L Johnsen) w/encl

8/2/71
Copies to
J. F. Putnam
L W Rulien
Dan Davis
Frank Hall
W H Tebeau
Attn: F W Yarbrough
per E L Johnsen
Aw

Routing
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AUG 2 1971
CONSTRUCTION
DIVISION

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P

OREGON DIVISION

Washington, D.C. 20591

Mr. Ralph M. Phillips
Regional Federal Highway Administrator
08-00 Portland, Oregon

July 20, 1971

HO-35

Ross W. Kruser, Director
Office of Highway Operations /s/ H. H. Swayze
for By: H. A. Lindberg, Chief
Construction and Maintenance Division

Fountain Landslide, I-80N-2(8)38, Oregon

This memorandum documents the telephone conversation of Friday, July 16, between Mr. Ray Schwegler of your office and Mr. David S. Gedney of this office.

Mr. Gedney's review of the information that is available on this project indicates that additional subsurface exploration is required. Specifically, the State should be asked to obtain additional borings and install inclinometers at the following locations: (1) 389+00 at 1100± feet right, (2) 391+00 at 750± feet right, and (3) 391+00 at 1100± feet right. These additional borings would be most beneficial if completed prior to the installation of the planned additional drainage wells. Mr. Gedney would also appreciate receiving a bore log for DH-14.

6318

Act	Info		Init
		Div Eng	
		Eng Coord	
		Dist Eng - A	
		Area A Eng	
	✓	Dist Eng - B	
		Are B Eng	
		Planning	
		Rt of Way	
		Bridge Eng	
	✓		
		Admin Mgr	
		Maint	
		File	

B4 —

7/26/71

E Johnson
advised

H

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JUL [illegible] 1971
OR FILING

July 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Project No. I-80N-2 (8) 38
Bonneville - Hood River Section
Preliminary Engineering

Dear Sir:

We hereby request your approval of and authorization to proceed with the drilling of additional test wells, slope meter installations, and the work necessary to winterize the Fountain Slide; as set forth in the enclosed memos from J. F. Putnam dated July 8, 1971 and Dan Gano dated July 12, 1971, under the subject project. No increase in the total cost or Federal funds for the project is anticipated at this time for this additional work.

A meeting was held with members of your staff on July 7, 1971, in the Milwaukie Office, and it was decided that insufficient data was available from the four test wells previously authorized on March 11, 1971 to determine what corrective measures were necessary to control the slide, and that additional test wells would be required. Also, since corrective measures to control the slide could not be undertaken this year, that minor work in ditching and filling cracks to winterize the slide would be necessary.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY-CL:af
cc: F. B. Klaboe
F. D. Morgan
R. N. Chase

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R

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1971

SUBJECT: Fountain Slide

To:

MEMO TO FILE

A. E. Johnson handed to me the profile for revising the grade for Fountain Slide, with instructions to accomplish this grade line with maintenance forces.

The line was shown in red on the profile and provides for filling with base material and repaving approximately 1,500 feet of the freeway over Fountain Slide.

This is a short fuse and we should consider going to a negotiated contract for the paving.

Robert N. Bothman
Maintenance Section

RNB:mp

cc: E. S. Hunter

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1971
FOR FILING

816

R

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1971

In reply refer to: 08-35-DB

TO : ~~Mr. R. L.~~ Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(8)38
Fountain Slide
Additional Data

This will confirm District Engineer Hossner's telephone call of July 16 to Mr. E. L. Johnsen requesting the following additional data be furnished for subject slide:

1. Additional vertical drill holes to provide the elevation of the water table and mudstone at the following locations:
    a. 1100 feet southerly of Station 389+00
    b. 750 feet southerly of Station 391+00
    c. 1100 feet southerly of Station 391+00
2. Drill log for existing hole designated DH-14.

cc:
OSHD (E L Johnsen)
Region (08-00.341)

Ed [illegible] will furnish

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUL 15 1971
FOR FILING

FORM E-30 (12-67)

816

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1971

To:

MEMORANDUM TO THE FILE

SUBJECT:

Additional Wells
Fountain Slide Section
Columbia River Highway
Hood River County

If additional wells are drilled on the subject section, it will be necessary to obtain additional authorization from the FHWA.

Mr. Bond advises that they are uncertain what plan to proceed on. He will try to get a definite answer and will advise if additional funds are needed.

R. D. Asburry
R. D. Asburry
Asst. Program & Planning Engineer

RDA:ia

cc: W. H. Tebeau
R. N. Chase

RECEIVED
JUL 16 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

July 12, 1971

SUBJECT: Vertical Drain
Well Drilling
Fountain Slide Section
Columbia River Highway
Hood River County

To: J.F. Putnam
Regional Engineer
Bend

On July 7, 1971 a meeting was held with O.S.H.D. and B.P.R. representatives to discuss the results of four vertical drain wells installed at Fountain Slide and make a decision as to whether additional wells were justified. It was generally decided that from five to seven additional wells should be installed before a decision to abandon this method of drainage could be made. A report dated July 6, 1971 summarizes the results of the four vertical drain wells presently installed at Fountain Slide. The included map shows the drain wells, observation wells and slope meter tube installations completed and planned for completion prior to the July 7, 1971 meeting (see map included with the July 6, 1971 Progress Report). The proposed additional drain wells and observation wells are also shown on the included map. The footage drilled to date with estimated costs and an estimate of costs for the proposed additional vertical drain wells follows:

DRILLING COMPLETED

1. Vertical Drain Wells Done by Rental of Outside Equipment.

No. Drilled	Total Footage	Total Cost	Cost Per Foot
4	461 feet	$7,651.65	$16.60 per ft.

This cost per foot includes pump testing and well developing.

2. Observation Wells Done With State Forces.

No Drilled	Total Footage	Estimated Total Cost	Estimated Cost Per Foot
34	2,161 feet	$15,316.00	$7.00 per ft.

3. Slope Meter Installations Done With State Forces.

No. Drilled	Total Footage	Estimated Total Cost	Estimated Cost Per Foot
3	513	$4,617.00	$9.00 per ft.

Total Estimated Cost to Date = $27,584.65
+10% Supervision = 2,755.00
Total = $30,339.65

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OFFICE OF
STATE HIGHWAY ENGINEER

PROPOSED ADDITIONAL DRILLING

1. Vertical Drain Wells to Be Done by Rental of Outside Equipment.

No Proposed	Estimated Total Footage	Estimated Total Cost	Estimated Cost Per Foot
7	1162.00 ft.	$19,289.00	$16.00 per ft.

2. Proposed Drain Wells to be Done with State Forces.

No. Proposed	Estimated Total Footage	Estimated Total Cost	Estimated Cost Per Foot
6	400.00 ft.	$2,800.00	$7.00 per ft.

3. Proposed Slope Meter Installations (Planned Prior to the July 7, 1971 Meeting) To Be Done With State Forces.

No Proposed	Estimated Total Footage	Estimated Total Cost	Estimated Cost Per Foot
4	300.00 ft.	$2,700.00	$9.00

Total Estimated Cost to Date = $24,790.00
+10% Supervision = 27,269.00
Total = $52,059.00

Dan Gano

Dan Gano
Regional Geologist

DG:sdl

CC: F.B. Klaboe
F.D. Morgan
A.E. Johnson
L.W. Rulien
E.L. Johnsen
F.W. Yarbrough

EXPLANATION

-●-●	Core Holes Completed	By State Forces
●	Observation Wells Completed	
●	Observation Wells Proposed	
●	Slope Meter Installations Completed	
○	Slope Meter Installations Proposed	
●	Drain Wells Completed	Rental of Outside Equipmen
○	Drain Wells Proposed	

FOUNTAIN LANDSLIDE

MAP SHOWING PERTINENT FEATURES

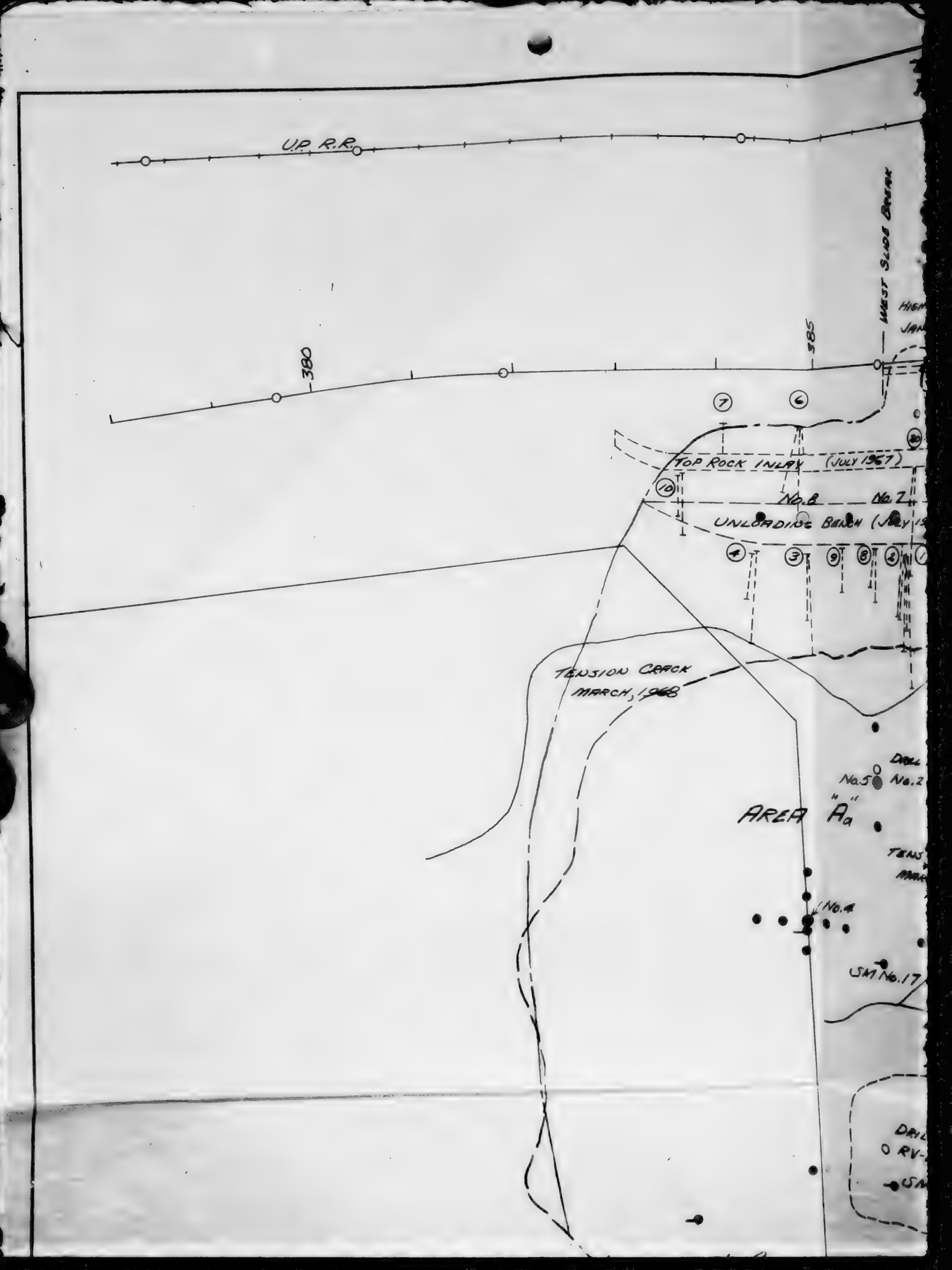
SOILS & GEOLOGY SECTION	JUNE, 1971
DAN GANO	DIVISION GEOLOGIST
ROLLY CALL	ASST. DIVISION GEOLOGIST
WARREN PRASO	FIELD GEOLOGIST

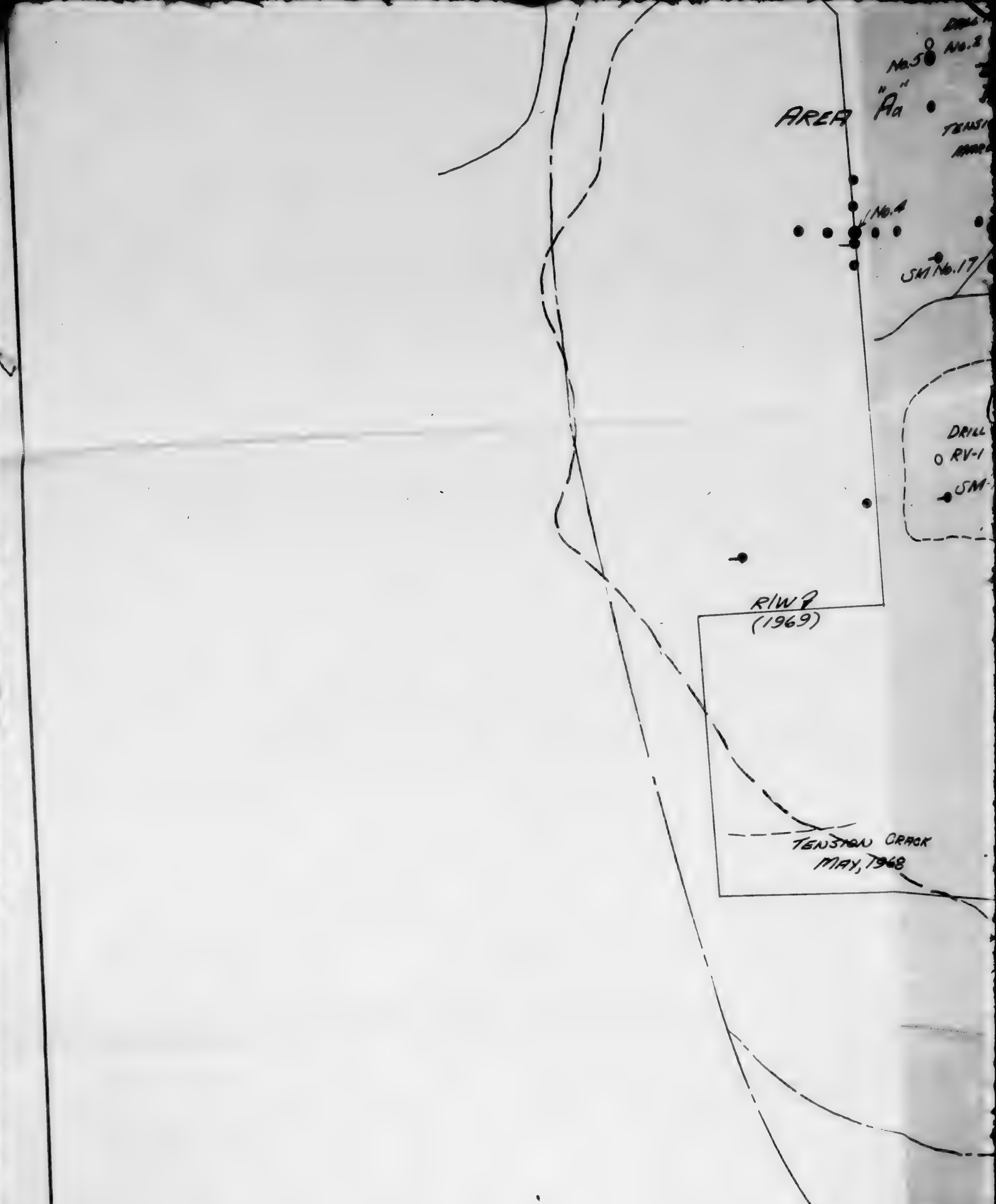
PREFIX: 614-1975-910

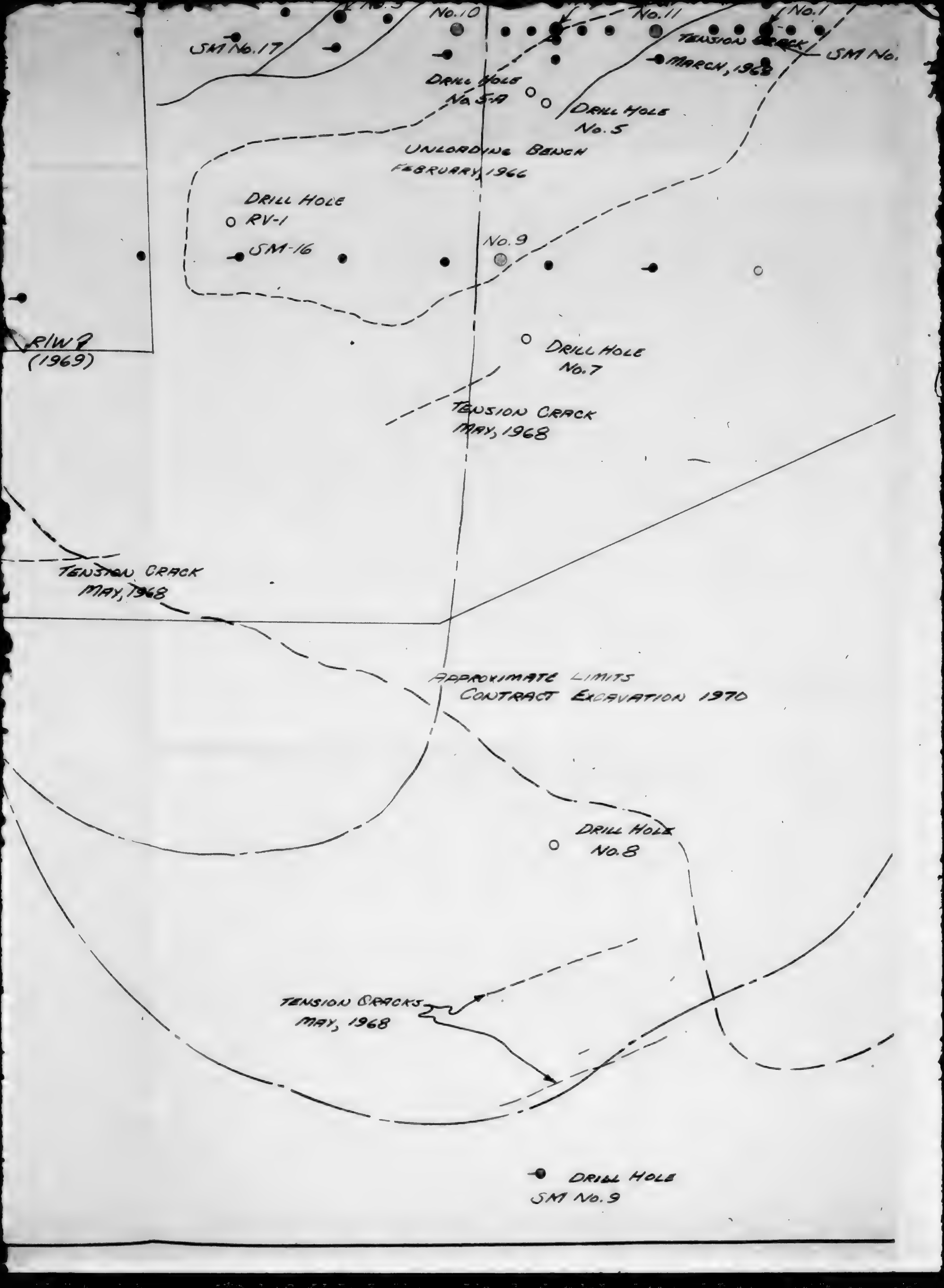
SCALE: 1"=10'

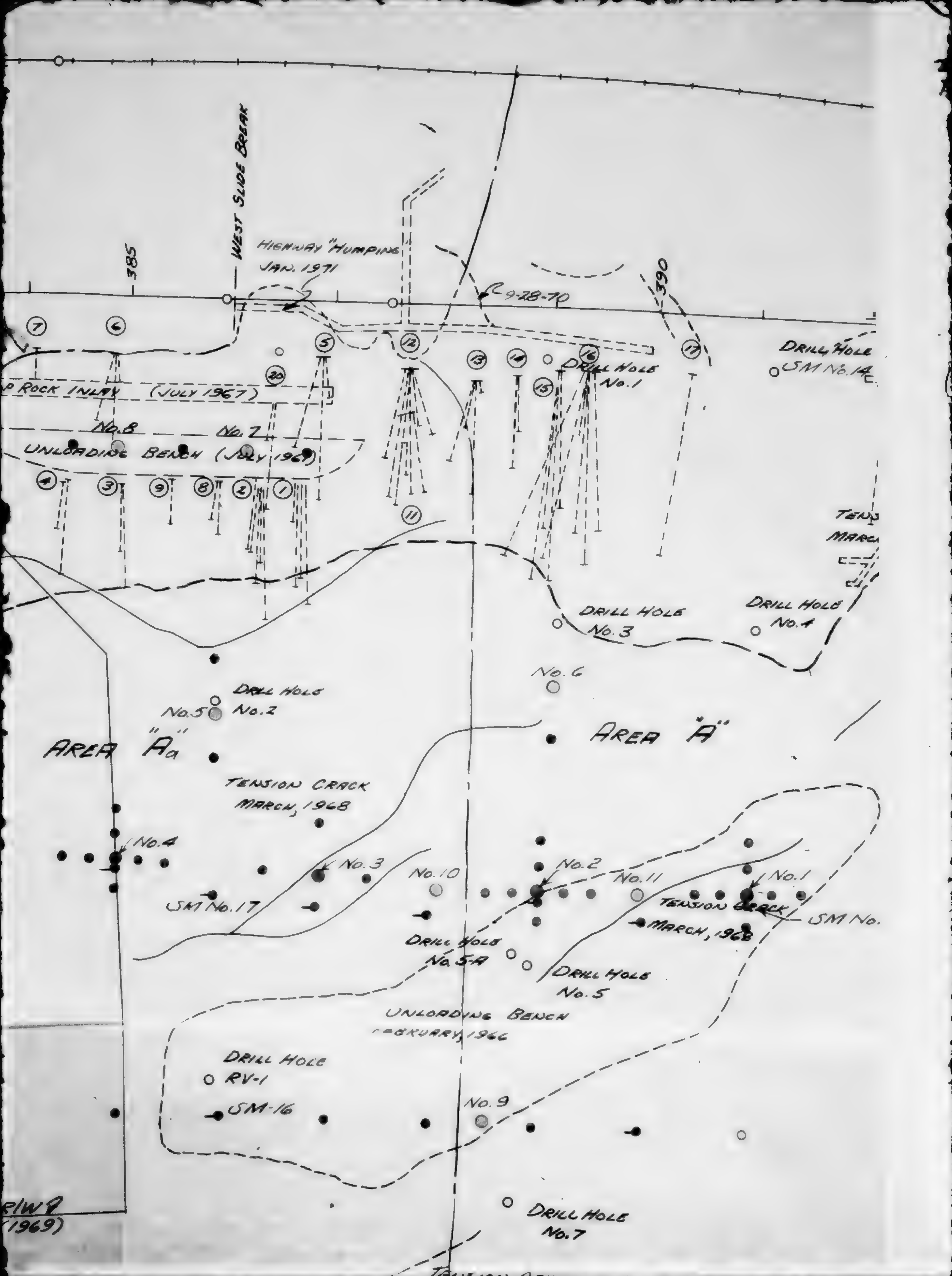
				SHE No
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHE
8	OREGON			S Ind

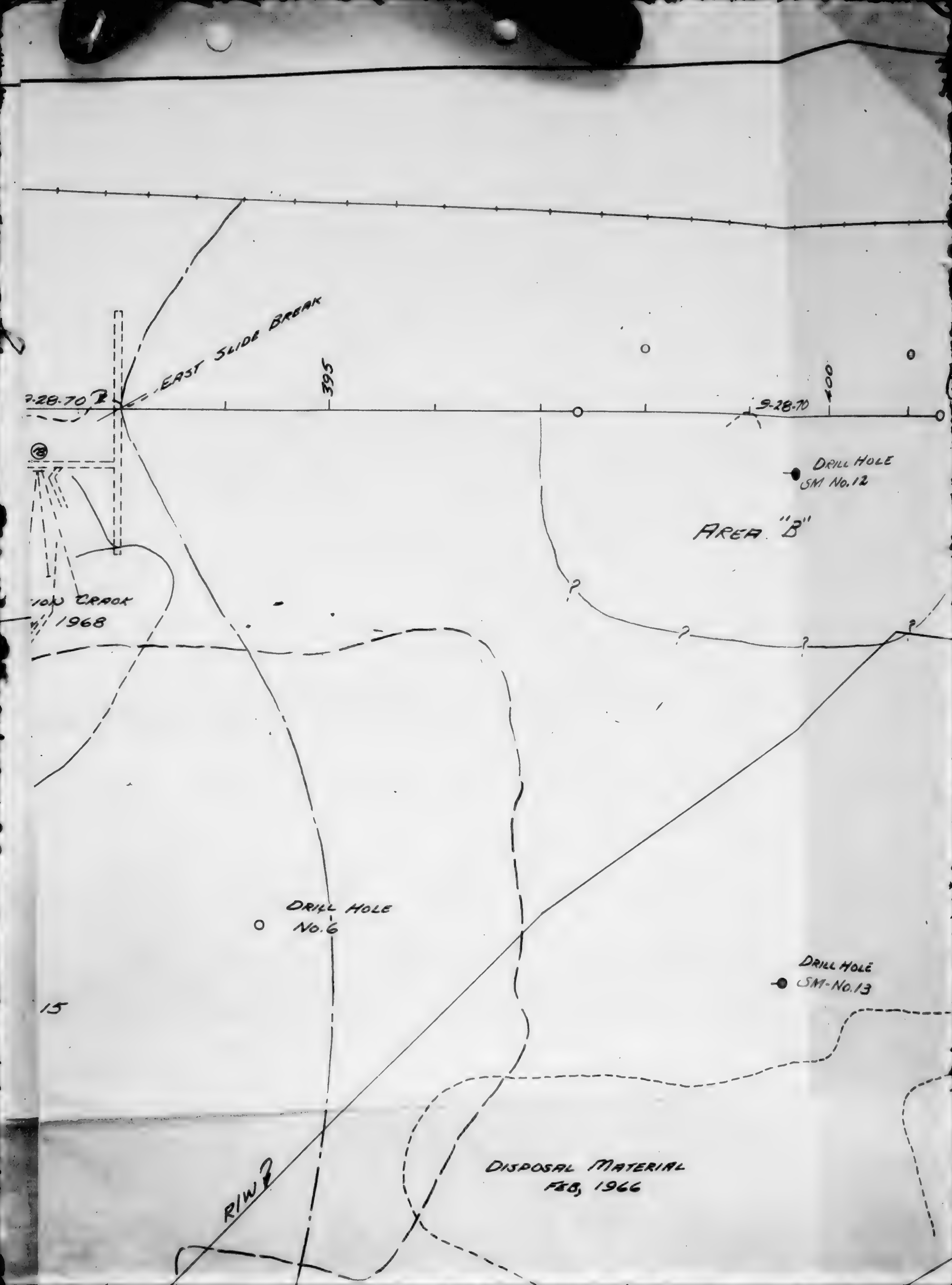
9 28-70

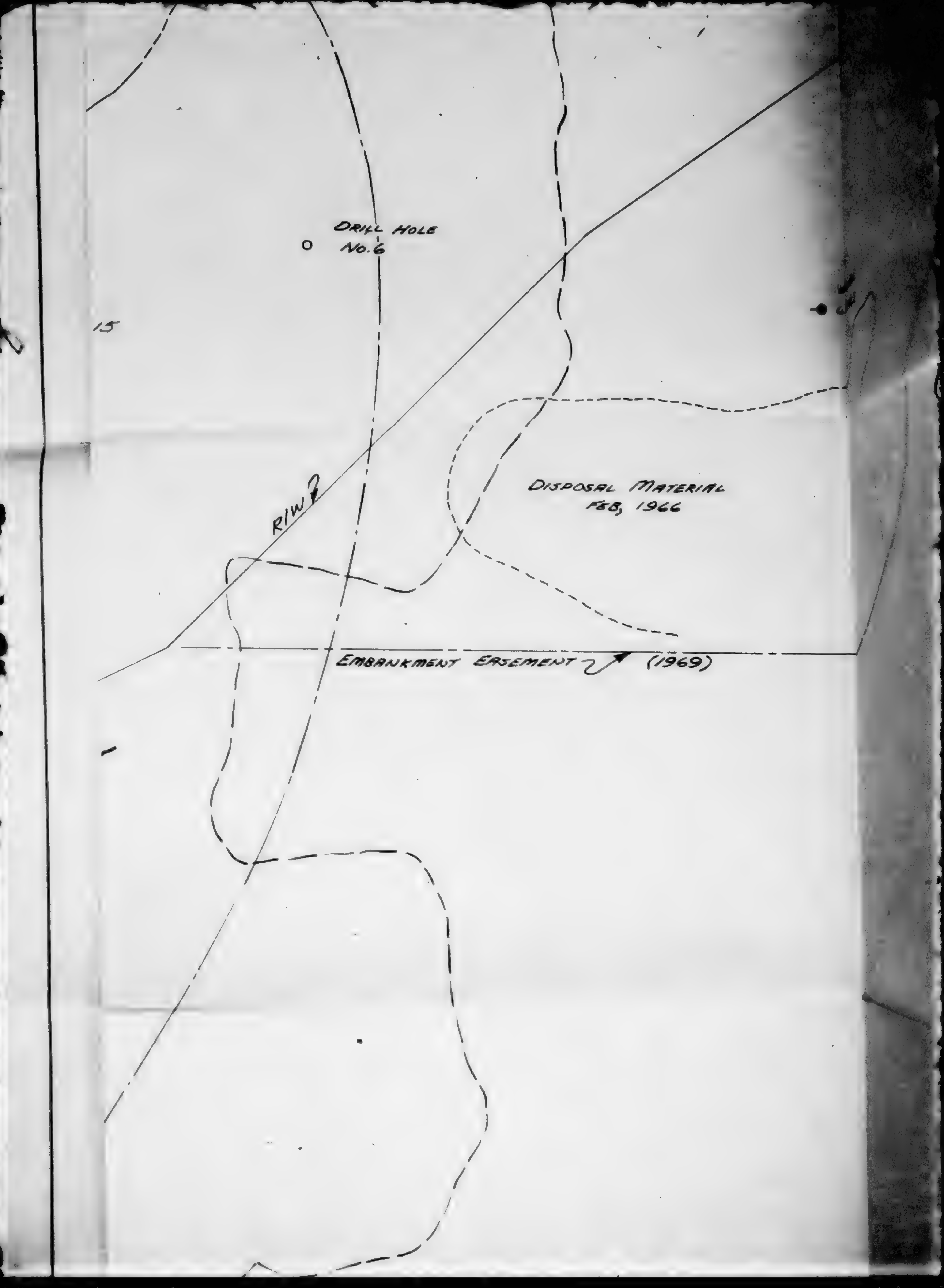

U.P. R.R.
380
385
WEST SLIDE BREAK
HIGH
JAN
⑦
⑥
TOP ROCK INLAY (JULY 1967)
⑩
No. 8
No. 7
UNLOADING BENCH (JULY 19
④
③
⑨
⑧
②
①
TENSION CRACK
MARCH, 1968
DRILL
No. 5
No. 2
AREA "Aa"
TENS
MAR
No. 4
SM No. 17
DRIL
RV-
SM

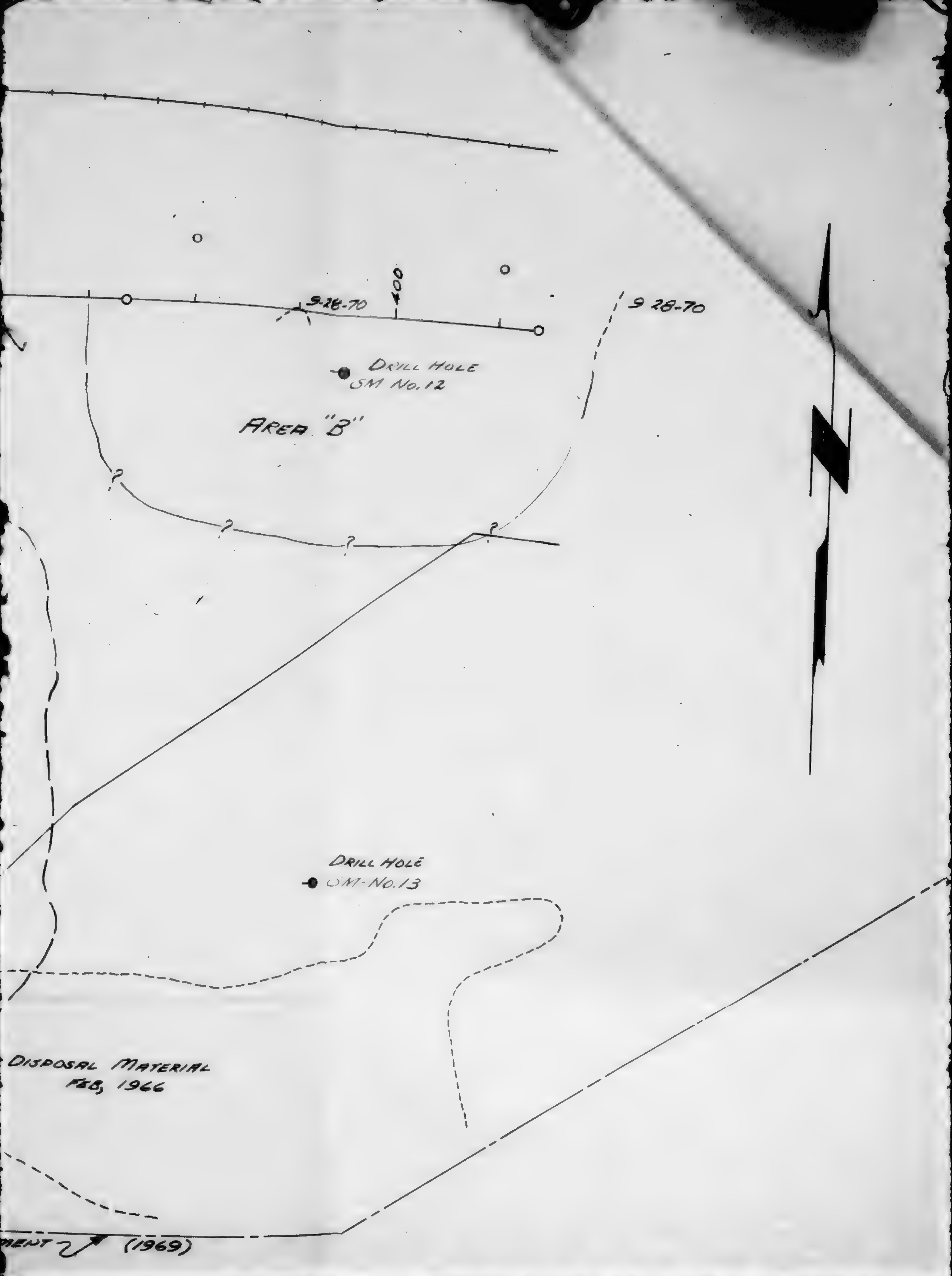

No.5
No.2
AREA "Aa"
TENSI
No.4
SM No.17
DRILL
RV-1
SM-
R/W ?
(1969)
TENSION CRACK
MAY, 1968


No.10
No.11
No.1
SM No.17
Tension Crack
March, 1968
SM No.
Drill Hole
No.5-A
Drill Hole
No.5
Unloading Bench
February, 1966
Drill Hole
RV-1
SM-16
No.9
R/W ?
(1969)
Drill Hole
No.7
Tension Crack
May, 1968
Tension Crack
May, 1968
Approximate Limits
Contract Excavation 1970
Drill Hole
No.8
Tension Cracks
May, 1968
Drill Hole
SM No.9


WEST SLIDE BREAK
385
390
HIGHWAY "HUMPING" JAN. 1971
R 9-28-70
7
6
5
12
13
14
16
17
20
15
DRILL HOLE No. 1
DRILL HOLE SM No. 14
P ROCK INLAY (JULY 1967)
No. 8
No. 7
UNLOADING BENCH (JULY 1967)
4
3
9
8
2
1
11
TENS
MARCH
DRILL HOLE No. 3
DRILL HOLE No. 4
No. 6
DRILL HOLE No. 2
No. 5
AREA "Aa"
AREA "A"
TENSION CRACK MARCH, 1968
No. 4
No. 3
No. 10
No. 2
No. 11
No. 1
SM No. 17
TENSION CRACK MARCH, 1968
SM No.
DRILL HOLE No. 5-A
DRILL HOLE No. 5
UNLOADING BENCH FEBRUARY, 1966
DRILL HOLE RV-1
SM-16
No. 9
DRILL HOLE No. 7
R/W ?
(1969)
TENSION CRAC


EAST SLIDE BREAK
-28-70
395
9-28-70
400
DRILL HOLE
SM No.12
AREA "B"
?
?
?
?
ION CRACK
1968
DRILL HOLE
No.6
DRILL HOLE
SM-No.13
15
DISPOSAL MATERIAL
FEB, 1966
R/W?


DRILL HOLE
No.6
15
R/W ?
DISPOSAL MATERIAL
FEB, 1966
EMBANKMENT EASEMENT
(1969)


400
9-28-70
9-28-70
DRILL HOLE
SM No. 12
AREA "B"
?
?
?
?
DRILL HOLE
SM-No. 13
DISPOSAL MATERIAL
FEB, 1966
MENT
(1969)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1971

To: W. H. Tebeau
Asst. Program & Planning Engineer
Highway Building

SUBJECT: Prog. & Plan. Assignment No. 306
Re: Progress Report
Fountain Slide
Vertical Drain Drilling

The subject report was prepared to summarize the investigation work to date, being done to establish the feasibility of stabilizing Fountain Slide by drainage through dry wells. The summary was presented at a review meeting with the FHWA in Portland on Wednesday, July 7, which was attended by the FHWA Soils Engineer Consultant, Dave Gedney, from Washington, D. C.

Four 8-inch diameter wells were drilled and about 30 appurtenant holes to describe the formation at the well sites and observe the effect of the wells on the water table. The observed data is recorded on tables and charts attached to the report.

It was concluded that well number two was satisfactory both as a well and a drain but the three others did not function as wells and since there was no water in them, their ability to function as drains was not completely tested. Overall, Gedney and Simpson seemed to conclude, and most others seemed to join them, that the investigation so far is inconclusive and additional wells should be tried. I agreed with the general conclusions above.

Gedney thought additional wells should be installed near the one successful well. Simpson thought that the additional wells should be closer to the highway. They finally agreed to drill at least six additional 8-inch wells, two on a cross section through the good well, two more on a line at the top of the first slope above the highway, and two more in the vicinity of the horizontal drains.

The thinking was that if a well installation is adopted as the next construction phase, that construction of the wells could proceed during the coming winter months. Otherwise, the existing slide situation will have to be maintained through the winter, according to FHWA.

Both Simpson and Gedney seemed to reject any thought of further unloading at least until the additional investigation wells are tried.

F. W. Yarbrough
Soils & Geology Engineer

Attachments

FWY:af

NOTED
W. H. TEBEAU

SP*52475 734

Persons attending meeting for review of drain well investigation for Fountain Slide held at Region 1 office in Milwaukie on July 7, 1971

For FHWA:

Dave Gedney
Ray Schwegler
R. E. Simpson
Claude Manaton
Glenn Hosner

For OSHD:

A. E. Johnson
Frank Hall
Larry Rulien
Jim Putnam
Ed Johnsen
Dan Gano
Warren Paaso
R. J. Van Cleave
F. W. Yarbrough
joined at the slide, Dick Hawkins

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 6, 1971

SUBJECT: Progress Report
Vertical Drain Drilling
Fountain Landslide Section
Columbia River Highway
Hood River County

To: James F. Putnam
Regional Engineer
Bend

An installation of four vertical test wells has been completed at Fountain Landslide. Eight observation wells were drilled around each of the vertical test drains with the exception of Well No. 3 where only four were installed (see map). Five observation wells have been installed approximately 200 feet south of the drain wells.

Drain Well No. 1 was drilled to 160 feet, No. 2 to 140 feet, No. 3 to 100 feet, and No. 4 to 81 feet (see logs on vertical drain wells for details). Eight inch unperforated casing was installed to the mudstone unit. Perforated six inch casing was then installed through and below the impermeable mudstone unit. A plug was installed at the top of the six inch casing before perforating the upper eight inch casing. Pump and bail tests were run on all of the wells before drilling out plugs. Results of the bail and pump tests are as follows:

Well No. 1 - Bail Test - 1 gpm
Well No. 2 - Pump Test - 45 gpm over 4 hours
Well No. 3 - Bail Test - 1 gpm
Well No. 4 - Bail Test - 1 gpm

Revert mud was used in all of the wells and all were properly developed.

No. 2 is the only one that is functioning well at this time. It appears that the water in wells 1, 3, and 4 is in material too impermeable for them to function effectively at this time. The question of whether additional drain wells should be installed should be decided after all persons involved in the project have had an opportunity to study the results of the work done. The area 100 to 150 feet east, west, and north of Well No. 2 appears to be the most promising for additional wells at this time. Resistiviey work should be considered before installing additional wells.

Approval has been given to install deep 200 foot-300 foot horizontal drains into the slope immediately south of the existing drain wells. Most of the material above the slip plane is quite permeable but apparently not permeable enough to handle the heavy inflow of water during the winter season. It is felt that horizontal drains would greatly reduce the buildup of water levels during the winter season.

RECEIVED
JUL 7 1971
PROGRAM & PLANNING
DIVISION

To Class
Report
Y

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Page 2

Enclosures:
1. Hole logs
2. East-West profile through drain wells showing water levels and material classification.
3. Map showing observation wells, drain wells, slope meter tubes, and work to be done.
4. Graph showing weekly changes in slope meter tubes.
5. Tabulation sheets showing water level measurements in observation wells and drain wells.
6. Cross sections showing water level fluctuations.
7. Pump test results on Well No. 2.

Dan Gano
Regional Geologist

Dan Gano

DG:sdl

CC: F.B. Klaboe
A.E. Johnson
F.D. Morgan
E.L. Johnsen
F.W. Yarbrough

Form E-334—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Fountain Landslide Highway Columbia River Date June 1-5, 1971
County Hood River Res. Engineer .... Prefix ....
Exploration equipment used Hansen Drilling Co.
Exploration area: Cut, depth .... ft. Embankment fonda.—Emb. ht. .... ft.
.... Station .... Lt. .... C. L. .... Rt. ....
Borrow—Quarry—Location ....
Hole location ....
Slide—Horizontal hole .... Vertical Hole Vertical Drain Well
391+00 Station .... Lt. .... C. L. .... Rt. 550'
Hole No. #1

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	~~Sample Data~~ ~~H.D. Sheet No.~~ Casing size	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
0-99.5'	8" casing	Talus - lost mud during drilling 13 sacks Revert, 9 sacks mica Drove casing 2' into Mudstone
99'+	------	Mudstone
99.5'-160'	6" casing	Mixed Talus tight to 137' 137'-147' open, lost mud 147'-160' tight 1 sack revert used
		Bail test 1 gpm prior to drilling out plug on 6-15-71
8" casing	perf. 98'	to surface
6" casing	perf. 120'-	160'

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

~~This copy for Construction Engineer~~

From notes, obs W Paaso
Soils, Geologist or Driller

Form E-314—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Project Fountain Landslide Highway Columbia River Date June 7- 11, 1971

County Hood River Res. Engineer .... Prefix ....

Exploration equipment used Hansen Drilling Company

Exploration area: Cut, depth .... ft. Embankment fonda.—Emb. ht. .... ft.

.... Station .... Lt. .... C. L. .... Rt. ....

Borrow—Quarry—Location ....

Hole location ....

Slide—Horizontal hole .... Vertical Hole Vertical Drain Well

389 + 00 Station .... Lt. .... C. L. .... Rt. 550'

Hole No. # 2

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
0- 43.5'	8" casing	Talus, (Boulders to 10') 6 sacks Revert
43.5- 44+	— — —	Mudstone - 8" casing drove 6" into mudstone
44-130'	6" casing	Talus - not too permeable
130'-140'	6" casing	Andesite Intrusives
		4 hour pump test produced 45 gpm plug drilled out 6-15-71 2:30 PM
8" casing	perforated	0-38'
6" casing	perforated	80'-120'

.71

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

~~This copy for Division Engineer~~

from notes, obs. W Paaso
Soils, Geologist or Driller

Form E-334—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Project Fountain Landslide Highway Columbia River Date June 15-18, 1971

County Hood River Res. Engineer .... Prefix ....

Exploration equipment used Hansen Drilling Company

Exploration area: Cut, depth .... ft. Embankment fonda.—Emb. ht. .... ft.

.... Station .... Lt. .... C. L. .... Rt. ....

Borrow—Quarry—Location ....

Hole location ....

Slide—Horizontal hole .... Vertical Hole Vertical Drain Well

"L" 387+00 Station .... Lt. .... C. L. .... Rt. 550' right

Hole No. #3

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
0-65'	8" casing	Talus (4sks Revat)
65'		Mudstone - casing driven in.
66'-81'	6" casing	Talus (2sks. Revat)
81'-84'		Mudstone
84'-100'		Talus possible Andesite Intrusives in bottom lost circulation at 86'
		Bail test 1gpm prior to drilling plug 6-21-71
8" casing	perforated	5'-55'
6" casing	perforated	70'-100'

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

~~This copy for Resident Engineer~~

from notes, ohs. W Paaso
Soils, Geologist or Driller

Form E-334—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT
SOIL A D GEOLOGICAL EXPLORATION L
Construction Division

Project Fountain Landslide Highway Columbia River Date June 22-23, 1971

County Hood River Res. Engineer .... Prefix ....

Exploration equipment used Hansen Drilling Co.

Exploration area: Cut, depth .... ft. Embankment fonda.—Emb. ht. .... ft.

.... Station .... Lt. .... C. L. .... Rt. ....

Borrow—Quarry—Location ....

Hole location ....

Slide—Horizontal hole .... Vertical Hole Vertical Drain Well

385+00 Station .... Lt. .... C. L. .... Rt. 530'

Hole No. 4

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
0-51'	8" casing	Talus (3 sks Revert)
51'	- - - - - -	Mudstone
51+-68'	6" casing	Talus (3 sks Revert)
68'-81'		Andesite Intrusives
		Bail Test 1 gpm prior to drilling plug 6-24-71
8" casing	perforated	49' to surface
6" casing	perforated	50'-81'

NOTE: Prepare a sheet for each hole. Mail copies **at end of day.** Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

~~This copy to be retained by Reporter.~~

notes & obs. W. Paasw
Soils, Geologist or Driller

OREGON STATE HIGHWAY DIVISIC
SOILS AND GEOLOGY EXPLORATION LOG

HOLE NO. SM-15
PROJECT Fountain Landslide
SHEET 1 OF 3
HIGHWAY Columbia River
COUNTY Hood River
PREFIX 614-1075-910
LOCATION L 391+00 565' right
GROUND ELEV. 283
ANGLE vertical
EQUIPMENT USED HQWL Longyear Rotary
PURPOSE OF WORK Landslide Investigation
ENGINEER
STARTED 3-15-71
COMPLETED 3-26-71
DRILLERS Hatcher & Brooks
DRIVE SAMPLER O.D.
I.D.
HAMMER WEIGHT
FALL
OTHER TESTING EQUIPMENT: TYPE
SIZE

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET / SAMPLED FT.	BLOWS / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		Rock size average 4"-0 15% 12"-18"			grey & red rock	vesicular andesite cinders		3.2/6.7 1.8/6.0 3.0/4.8 2.3/5.0 3.7/5.1 1.9/4.9 2.9/4.7 4.6/4.9		55% recovery		-42' Water Level ▼	0 10 20 30 40		0-41.5' TALUS - Andesite (vesicular) & some cinders open & generally permeable
		Rock size 8"-0			grey rock	mixed		0.7/1.3 3.4/3.8 1.4/5.0 1.5/3.0 0.9/1.8 0.7/1.6 0.7/2.2		61% recovery			50 60		41.5-[illegible]' TALUS [illegible]

LOGGED BY W Paris
DATE 4-28-71

OREGON STATE HIGHWAY DIVISIO
SOILS AND GEOLOGY EXPLORATION LOG

HOLE NO. SM-15

PROJECT Fountain Landslide

HIGHWAY Columbia River COUNTY Hood River SHEET 1 OF 3

LOCATION L 391+00 565' right PREFIX 614-1975-910

GROUND ELEV. 283 ANGLE vertical EQUIPMENT USED HQWL Longyear Rotary

ENGINEER ______ PURPOSE OF WORK Landslide Investigation

STARTED 3-15-71 COMPLETED 3-26-71 DRILLERS Hatcher & Brooks

DRIVE SAMPLER O.D. ______ I.D. ______ HAMMER WEIGHT ______ FALL ______

OTHER TESTING EQUIPMENT: TYPE ______ SIZE ______

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		Rock size average 4"-0 15% 12"-18"			grey & red rock	vesicular andesite cinders				3.2/6.7 1.8/6.0 3.0/4.8 2.3/5.0 3.7/5.1 1.9/4.9 2.9/4.7 4.6/4.9	55% recovery		-42' Water Level ▼	0 10 20 30 40		0-41.5' TALUS - andesite (vesicular) & some cinders open & generally permeable
		Rock size 6"-0			grey rock	mixed				0.7/1.3 3.4/3.8 1.4/5.0 1.5/3.0 0.9/1.8 0.7/1.6 0.7/2.2	61% recovery			50 60		41.5-98.0' TALUS [illegible]

LOGGED BY W Parsio DATE 4-28-71

OREGON STATE HIGHWAY IVISION SOILS AND GEOLOGY XPLORATION LOG (Continued)
PROJECT Fountain Landslide Col. River Hwy SHEET 2 OF 3 HOLE NO. SM-15

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET (SAMPLED FT. / RECOVERY FT.)	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity firmness, dry strength, etc.
		8"-0 Rock size			grey	mixed			0.9/1.4 2.6/2.6 0.8/0.8 1.7/1.9 1.3/2.3 1.7/2.6 5.0/5.1 3.1/3.9 0.5/2.4 0.8/1.4 1.8/2.2 0.8/1.6 0.8/2.0 0.8/1.4 0.6/1.0 2.4/3.2 0.4/2.0	61% recovery			60 70 80 90		41.5'-98.0' TALUS mixed [illegible]
		shear evidence			grey & red	fine			1.8/1.5 1.8/2.0	94%			100		98'-104' MUD[illegible] altered [illegible] [illegible]
		8"-0 Rock Size			grey rock	mixed			4.5/5.5 5.3/5.6 2.0/3.5 3.6/4.3 1.6/1.6 1.4/2.8 0.7/2.0	60% recovery			110 120		104'-1[illegible]' TALUS mixed Andesite & B[illegible] silts & clays in material recovered
		2"-18" rock size			grey				3.6/5.2 0.9/3.4 1.4/1.5 4.6/5.1 1.6/2.4	69% recovery			130 140		1[illegible]'-140' T[illegible] open & permeable [illegible] fines removed

LOGGED BY W. Parso DATE 4-28-71

OREGON STATE HIGHWAY VISION SOILS AND GEOLOGY PLORATION LOG(Continued)

PROJECT Fountain Landslide Col. River Hwy SHEET 3 OF 3 HOLE NO. SM-15

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity firmness, dry strength, etc.
			6"-0 rock size		grey	mixed		1.5/2.5 1.4/2.7 1.7/2.8 1.5/1.5 1.0/3.1 3.4/3.9 1.9/3.0 1.1/3.1 2.3/3.4 0.4/0.7 0.2/0.6 0.8/1.4 0.6/1.8 0.5/0.8 0.6/1.7	59% recovery				140 150 160 170		140'-173.5' TALUS mixed Andesite & Basalt
	Unweathered	Hard	2"-6" fracture		buff-grey	dense		1.9/2.5 3.1/3.0 4.7/5.3	100%				180		173.5-182.8 ANDESITE
													190		

LOGGED BY W Paasw

DATE 4-28-71

OREGON STATE HIGHWAY DIVISIC
SOILS AND GEOLOGY EXPLORATION LOG

VD-1

PROJECT Fountain Landslide
HOLE NO. 100' West
HIGHWAY Columbia River
COUNTY Hood River
SHEET 1 OF 2
LOCATION "L" 390+00 570' Right
PREFIX 614-1975-910
GROUND ELEV. 285 app.
ANGLE Vertical
EQUIPMENT USED HQWL Longyear Rotary
ENGINEER
PURPOSE OF WORK Landslide Investigation
STARTED 4-22-71
COMPLETED 4-26-71
DRILLERS Hatchin
DRIVE SAMPLER O.D.
I.D.
HAMMER WEIGHT
FALL
OTHER TESTING EQUIPMENT: TYPE
SIZE

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET (RECOVERY FT. / SAMPLED FT.)	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		Rock size 8"-0			Grey - Red	vesicular andesite			3.5/7.2 1.4/4.1 0.9/6.0 2.3/5.0 1.5/5.0	34			0 10' 20'		0-26.0' TALUS Andesite (vesicular) Top 2.5' [illegible] generally permeable no fines recovered
		Rock Size 12"-0			Brown - Grey	dense rock			4.9/4.9 1.2/1.6 2.8/3.5 1.0/5.0	71			30' 40'		26.0'-42.0' TALUS mixed Andesite & Basalt(?) silts & clays recovered less permeable than above [illegible]
		Sand size to clay			grey & red	fine			0.9/4.9 1.1/1.1 0.8/1.1 1.0/1.2 2.4/1.7 3.9/4.9 2.3/5.0	61			50' 60'		42'-57' MUDSTONE alt[illegible] ash, clay & silts

LOGGED BY
DATE

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

PROJECT Fountain Landslide SHEET 2 OF 2 HOLE NO. VD-1-100'

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity firmness, dry strength, etc.
		Rock Size 12"-0			red, brown, grey	mixed ves & dense		1.0 / 5.0 [illegible] 2.9 / 4.3 2.5 / 2.8	48					60 70		57'-75' TALUS mostly Andesite some silts recovered some basalt to 69'
														80		

LOGGED BY W Paasa DATE

OREGON STATE HIGHWAY DIVISIO
SOILS AND GEOLOGY EXPLORATION LOG

PROJECT Fountain Landslide HOLE NO. VD-2-5-10'

HIGHWAY Columbia River COUNTY Hood River SHEET 1 OF 1

LOCATION "L" 389+00 PREFIX 619-1975

GROUND ELEV. 282' ANGLE vertical EQUIPMENT USED Core Drill HQWL

ENGINEER Geologist PURPOSE OF WORK Landslide Investigation

STARTED 3-2-71 COMPLETED 3-4-71 DRILLERS Hatcher & Larkins

DRIVE SAMPLER O.D. 2" I.D. 1 3/8" HAMMER WEIGHT 140 # FALL 30"

OTHER TESTING EQUIPMENT: TYPE ________ SIZE ________

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	FEET	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		6"-0 rock fragments 30" boulders	1"-4" fragments		Grey Rust Brown silts		HQWL Core Barrel			2.0 / 7.2 3.2 / 4.8 2.7 / 4.3 2.8 / 5.0 2.2 / 5.7 2.4 / 4.8 2.4 / 5.2 2.1 / 4.6	49		Water at surface	10' 20' 30' 40'		0-40' TALUS 0-8' Andesite Cinders 8'-40 [illegible] Fragm[illegible] [illegible] [illegible] 12 [illegible] clay
		2"-0 rocks in clay			Grey	Rocky				0 / 4.4						40'-47.5' Silty Clay with rock Fragm[illegible]
							DS	25/1		0.8 / 1.0	80					
														50'		

LOGGED BY Warren [illegible] DATE 3-19-71

OREGON STATE
SOILS AND GEOLOGY

PROJECT Fountain Landslide

HIGHWAY Columbia River COUNTY Hood River

LOCATION L 358+00 550' Rt

PREFIX 61

GROUND ELEV. [illegible] ANGLE V. EQUIPMENT USED HQWL Longyear Rig

ENGINEER ____ PURPOSE OF WORK Landslide Investigation

STARTED 4-27-71 COMPLETED 4-27-71 DRILLERS Hatcher

DRIVE SAMPLER O.D. ____ I.D. ____ HAMMER WEIGHT ____ FALL ____

OTHER TESTING EQUIPMENT: TYPE ____ SIZE ____

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT. RECOVERY FT. % RECOVERY	CASING SIZE & DEPTH WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		Rock Size 2'-3'0		grey-red	ves. rocks		1.8 / 12.8	14		6.3' ▼	0 10		0-12' TALUS Andesite some cinders (ves. rock)
		Rock Size 92% < 3"		whit grey rock brown silts	mostly dense rocks		4.0 / 4.8 2.5 / 5.0 2.5 / 5.2 1.7 / 2.6 1.2 / 2.2 1.3 / 5.0 1.4 / 5.0 0.6 / 2.1 0.4 / 4.1	41			20 30 40		12'-50.0' TALUS Basalt mostly [illegible] [illegible] No loss of [illegible]
							0.8 / 4.8	0			50		50-55 MUDSTONE [illegible]
											60		

LOGGED BY Warren Paaso DATE 5-17-71

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

HOLE NO. VD-3-5-30'
SHEET 1 OF 1

PROJECT Fountain Landslide
COUNTY Hood River
HIGHWAY Columbia River
PREFIX 614-1975-910
LOCATION "L" 387+00 580' Right
EQUIPMENT USED HQ [illegible] Rotary Drill
GROUND ELEV. [illegible]
ANGLE Vertical
PURPOSE OF WORK Landslide Investigation
ENGINEER
COMPLETED 4-29-71
DRILLERS Hatch
STARTED 4-28-71
HAMMER WEIGHT
FALL
DRIVE SAMPLER O.D.
I.D.
SIZE
OTHER TESTING EQUIPMENT: TYPE

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry-strength, etc.
		Rock size 30% 1'-3'			grey-red rocks	vesicular rocks				5.2 / 7.2 3.5 / 5.2 3.8 / 5.0 3.0 / 5.0 3.0 / 5.0 4.3 / 5.0 4.3 / 5.0	73	chg. scale	32' water level	0 20 30		0-37' TALUS - Andesite (vesicular) some cinders very few fines [illegible] generally permeable
		Rock size 20% 6"-8" 50% < ½" abundant fines			brown soil grey rock	dense rocks				4.7 / 5.0 5.0 / 5.0 1.6 / 2.0 3.0 / 3.0 4.9 / 5.0 4.9 / 5.0 4.9 / 5.0 2.6 / 2.6	96 100			40 50 60 70		37'-68' TALUS - Basalt, silts & clays impermeable [illegible] 68-70 MUDSTONE (rocky)

chg scale

LOGGED BY Warren Pass

DATE 5-18-71

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

PROJECT Fountain Landslide HOLE NO. VD-4-510
HIGHWAY Columbia River COUNTY Hood River SHEET 1 OF 1
LOCATION "L" 385+00
GROUND ELEV. ______ ANGLE Vertical EQUIPMENT USED H.Q. WL Longyear Rotary Drill PREFIX 614-1975-910
ENGINEER ______ PURPOSE OF WORK Landslide Investigation
STARTED 5-14-71 COMPLETED 5-17-71 DRILLERS Hatcher
DRIVE SAMPLER O.D. ______ I.D. ______ HAMMER WEIGHT ______ FALL ______
OTHER TESTING EQUIPMENT: TYPE ______ SIZE ______

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		1-18" Remainder <6"			Buff-Grey rock	Vesicular		2.1 / 6.9 3.7' / 4.2 1.1 / 3.4 .21 / .27	49					0 10		0-15' TALUS Vesicular Andesite No fines generally permeable
		Rock Size 5' > 8" < 3"		Lt. Grey rock	Brown silts	Dense		3.4 / 5.0 1.8 / 4.9 3.9 / 5.1 3.1 / 5.0 0.6 / 1.1 1.7 / 3.6 1.2' / 5.0 0.7 / 3.5	52				26.4 ▼	20 30 40 50		15'-50.7 TALUS Dense Basalt abundant clays & silts
							DS	8 / 0.5	.25 / .50	50				60		50.7-51.2 Drive Sample MUDSTONE

LOGGED BY Dave Brooks DATE ______

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

PROJECT Fountain Landslide
HOLE NO. SM-17
HIGHWAY Columbia River
COUNTY Hood River
SHEET 1 OF 2
LOCATION "L" 386+00 550' Right
PREFIX 614-1975-910
GROUND ELEV. 280'
ANGLE Vertical
EQUIPMENT USED HQWL Longyear Rotary
ENGINEER
PURPOSE OF WORK Landslide Investigation
STARTED 5-6-71
COMPLETED 5-12-71
DRILLERS Hatcher
DRIVE SAMPLER O.D.
I.D.
HAMMER WEIGHT
FALL
OTHER TESTING EQUIPMENT: TYPE
SIZE

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT. RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		Rock size 10% > 6" 90% < 3"		grey - pink rocks	brown silts vesicular & dense rocks			3.6 / 7.2 3.6 / 5.1 3.0 / 4.9 2.1 / 5.0 0.3 / 1.0 1.2 / 2.2 2.0 / 3.1 2.0 / 3.8 2.2 / 5.1 2.8 / 4.9 2.4 / 5.0 2.2 / 5.0 3.5 / 6.7	51			Upper Water Level 34'		0 10 20 30 40 50 60		0-66' TALUS Andesite mixed Vesicular & dense. occ. fines recovered to 16' generally [illegible]

LOGGED BY
DATE

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

PROJECT Fountain Landslide HOLE NO. SM-17
HIGHWAY Columbia River COUNTY Hood River SHEET 1 OF 2
LOCATION "L" 386+00 550' Right PREFIX 619-1975-910
GROUND ELEV. 280' ANGLE Vertical EQUIPMENT USED HQWL Longyear Rotary
ENGINEER PURPOSE OF WORK Landslide Investigation
STARTED 5-6-71 COMPLETED 5-12-71 DRILLERS Hatcher
DRIVE SAMPLER O.D. I.D. HAMMER WEIGHT FALL
OTHER TESTING EQUIPMENT: TYPE SIZE

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT.	RECOVERY FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		Rock size 10% > 6" 90% < 3"			brown silts grey-pink rocks	vesicular & dense rocks		3.6 / 7.2							0		0-66' TALUS Andesite mixed vesicular & dense occ. fines recovered to 16'
								3.6 / 5.1							10		generally poor [illegible]
								3.0 / 4.9									
								2.1 / 5.0							20		
								0.3 / 1.0									
								1.2 / 2.2	51								
								2.0 / 3.1									
								2.0 / 3.8							30		
								2.2 / 5.1						Upper Water Level 34' ▼			
								2.8 / 4.9							40		
								2.4 / 5.0									
								2.2 / 5.0							50		
								3.5 / 6.7							60		

LOGGED BY DATE

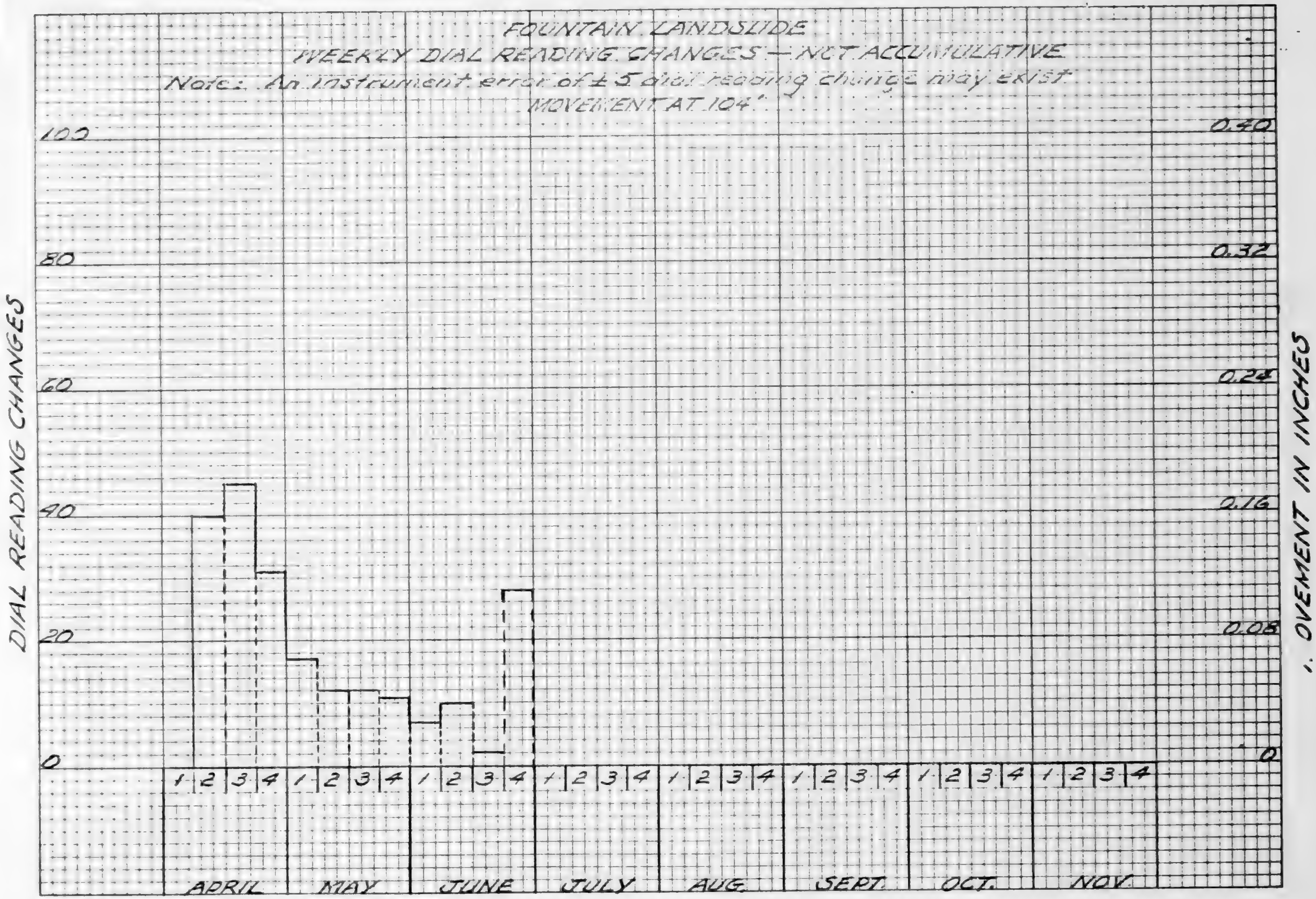
OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

PROJECT Fountain Landslide SHEET 2 OF 2 HOLE NO. SM-17

ELEVATION	WEATHERING OR STRENGTH VALUES. VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / FEET	RECOVERY FT. / SAMPLED FT.	% RECOVERY	CASING SIZE & DEPTH	WATER LEVEL	DEPTH	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity firmness, dry strength, etc.
			Rock Size 3"-0		grey	mixed			1.6 / 6.8				60		
									1.2 / 6.5	18			70		66'-73' MUDSTONE little recovery lost water below
			Boulder						3.9 / 5.0						73'-109.8' TALUS Andesite with occ. Basalt pieces 80' on
									2.2 / 4.8				80		
			Rock Size 6"-0 Few fines rec.		grey & pink	mixed	Roller Bit		0.7 / 5.1						
									1.2 / 4.4	40			90		
									0.4 / 2.1						
									0.6 / 3.4						
									0.9 / 1.7						
									0.8 / 2.5				100		
									1.6 / 2.7						
									1.6 / 2.2						
									1.1 / 2.6						
									3.5 / 2.5				110		109.8'-123' ANDESITE intrusive ?
	Unweathered	Hard	Jointing 2"-18"		buff-grey	dense			4.8 / 4.8						
									5.1 / 5.1	100			120		
									5.3 / 5.0						
									1.0 / 1.8						
													130		

LOGGED BY Warren Paaso DATE 6-1-71

SM-15 STATION 391+00 565' RT. INITIAL READING 4-1-71



Water Level Records
Vertical Drain Well #1

391+00				Depth to Water					Misc	
Obs. Well	50.2 N	25.2 N	Well	27.4 S	100 W	49.7 W	25.3 W	24.3 E	49.2 E	SM-4	
location	391+00 500' rt	391+00 525' rt	391+00 550' rt	391+00 577' rt	390+00 560' rt.	390+50 550' rt	390+75 550' rt	391+24 550' rt	391+49 550' rt	391+00 300' Rt	390+00 750' Rt
elev / Casing	-4.6 / 1.0	-2.5 / 0.9	0 / 0.8	+2.7 / 1.0	/ 1.1	+0.1 / 0.7	+0.3 / 1.0	-0.2 / 0.7	+0.5 / 1.0		
6-4-71	56.9	51.4		41.2		36.9	38.6	59.6	61.3		
			6-15-71		Well	began	draining				
6-17-71 / 10:00	57.6	66.3	148.6	41.8	21.8	38.5	38.8	61.8	62.2	121.5	75.7
6-21-71 / 10:30	57.7	67.0	149.5	41.8	22.3	38.6	38.8	61.9	62.3		75.7
6-24-71 / 3:00	57.7	67.5	149.4	41.8	22.5	38.6	38.8	61.9	62.3		
6-28-71 / 1:30P	58.0	66.9	149.4	41.8	22.6	38.8	39.0	62.2	62.7		75.9

Water Level Racords
Vertical Drain Well #2

389+00 Depth to water

Hole	5M-3	51.6N	27.6N	Well	10.75	30.25	200S	47.6W	[illegible] W	26.7E	51.1E
location	389+00	389+00	389+00	389+00	389+00	389+00	389+00	388+52	388+77	389+27	389+51
	300' rt	498' rt	522' rt	550' rt	561' rt	580' rt	750' rt	550' rt	550' rt	550' rt	550' rt
elev	-24	-4.4	-2.2	0	+1.0	+4.2	+84	+2.0	+1.4	+0.8	+0.5
casing	0	1.2	1.1	0.8	0.7	1.1	0	0.9	0.9	1.1	1.2
Date/time											
6-1-71		6.0	4.1		5.3	7.1	79.0	6.5	4.4	3.8	3.7
6-15-71 / 9:30		6.7	5.4	7.7	7.35	8.75	80.3	7.0	6.15	5.65	5.45
6-17-71 / 10:30	83.1	16.55	17.45	57.2	20.5	15.3	79.9	13.75	12.9	12.25	11.8
6-18-71 / 12:30		17.10	17.90	60.4	20.95	16.55		14.90	14.10	13.45	13.0
6-21-71 / 10:20		17.80	18.50	65.0	21.5	18.10	80.25	15.40	15.55	14.95	14.5
6-24-71 / 3:00		17.95	18.7	67.7	21.7	18.6		16.9	16.1	15.5	15.0
6-28-71 / 1:400		18.1	18.7	69.5	21.9	18.9	80.8	17.2	16.4	15.7	15.4

6-15-71 Well began draining

Water Level Records
Vertical Drain Well #3
387+00 Depth to Water

Hole	51.5 N	Well	24.3 S	200' S	47.7 W	53.7 E	100' E				
location	387+00 498' rt	387+00 550' rt	387+00 574' rt	387+00 750' rt	386+50 550' rt	387+54 550' rt	388+00 550' rt				
elev / [illegible]	-6.6 / 0.9	0 / 0.9	+2.8 / 1.1	+79.5 / 0	-0.1 / 1.1	-0.5 / 1.2	/ 1.2				
Date / Time											
-17-71 / 11:00	45.1		34.25	77.15	46.25	16.6	11.35				
-21-71 / 10:10	45.1		34.25	77.55	46.25	16.35	11.55				
-22-71 / 10:10	45.3	88.6	6-21-71 34.25		Well 46.3	began 16.9	draining				
-24-71 / 3:00	45.7	88.8	34.3		46.5	17.1	11.7				
-28-71 / 1:55	× 44.6	88.6	34.3	78.3	46.4	× 15.9	× 10.4	Free water	fr[illegible] [illegible]	at	

Water Level Records

Vertical Drain Well #4

385 + 00 Depth to Water

	44.4 N	22.2 N	Well	13.3 S	42.5 S	200' S	48.5 W	24.7 W	30.5 E	50.0 E	
	385+00	385+00	385+00	385+00	385+00	385+00	384+51	384+75	385+30	385+50	
	486' rt	508' rt	530' rt	543' rt	573' rt	750' rt	550' rt	550' rt	550' rt	550' rt	
elev. / [illegible]	-5.4 / 1.0	-2.5 / 1.1	0 / 0.7	+2.4 / 1.2	+6.4 / 1.2		+5.4 / 1.8	+3.1 / 1.2	-0.6 / 1.2	-3.3 / 1.0	
6-17-71 / 11:10	43.8	47.7		35.5	41.1		32.2	34.8	35.9	45.7	
6-21-71 / 10:00	43.8	47.7		36.7	41.1		32.6	35.0	36.7	45.9	
6-24-71 / 11:45	43.9	46.3	~~6-23-71~~	29.35	41.05		32.80	32.70	36.9	46.0	12:00 [illegible]
		6-24-71 Well began draining									
6-24-71 / 3:20	46.0	47.1	74.4	33.1	41.0		32.8	33.1	36.75	46.1	
-28-7 / 2:10	x 42.9	47.6	x 63.4	35.7	41.1	85.3	x 28.0	33.6	x 32.5	x 45.9	

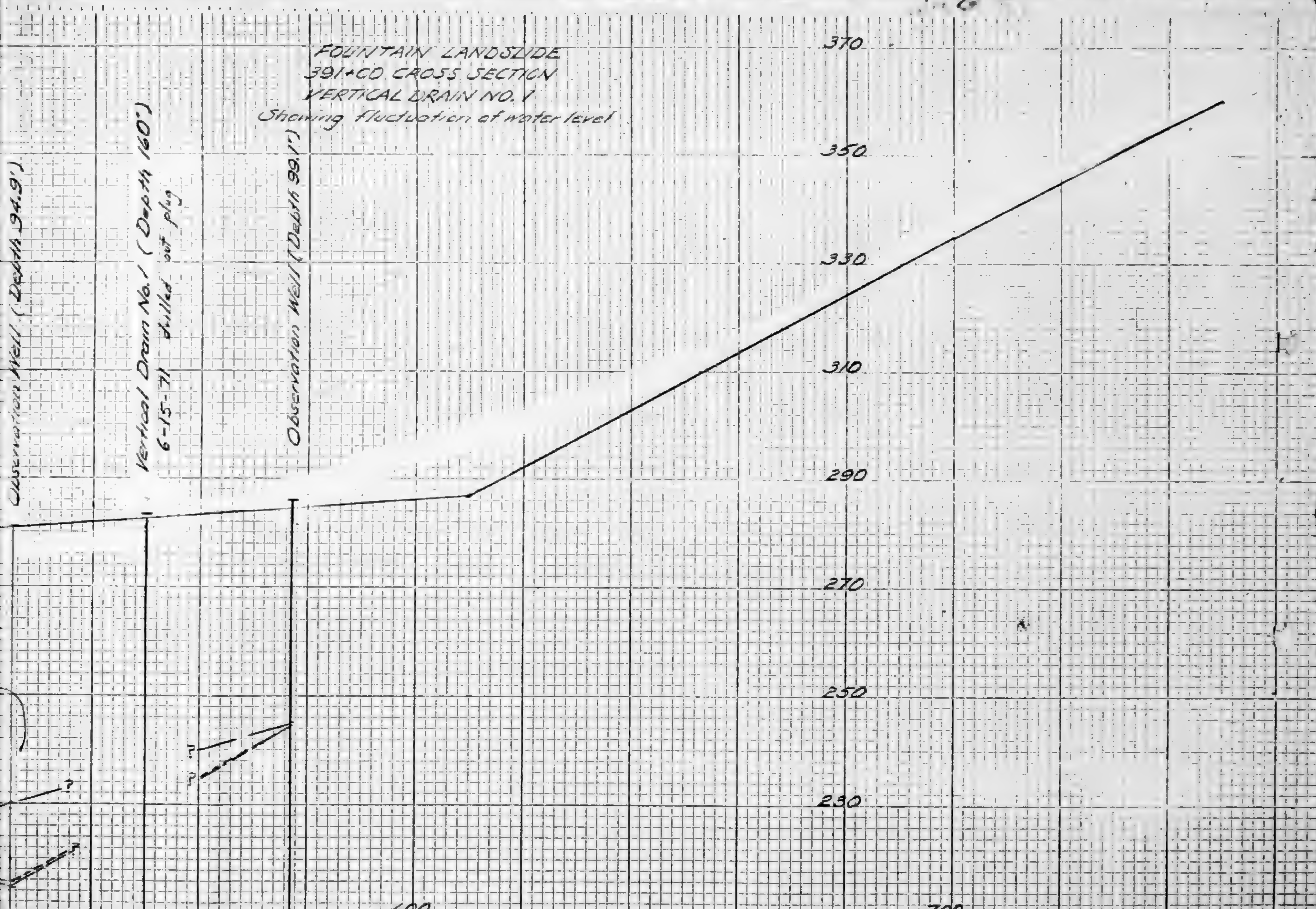
Pump Test - Vertical Drain #2 6-15-71

389+00 550' Rt.

measurements from top of casings

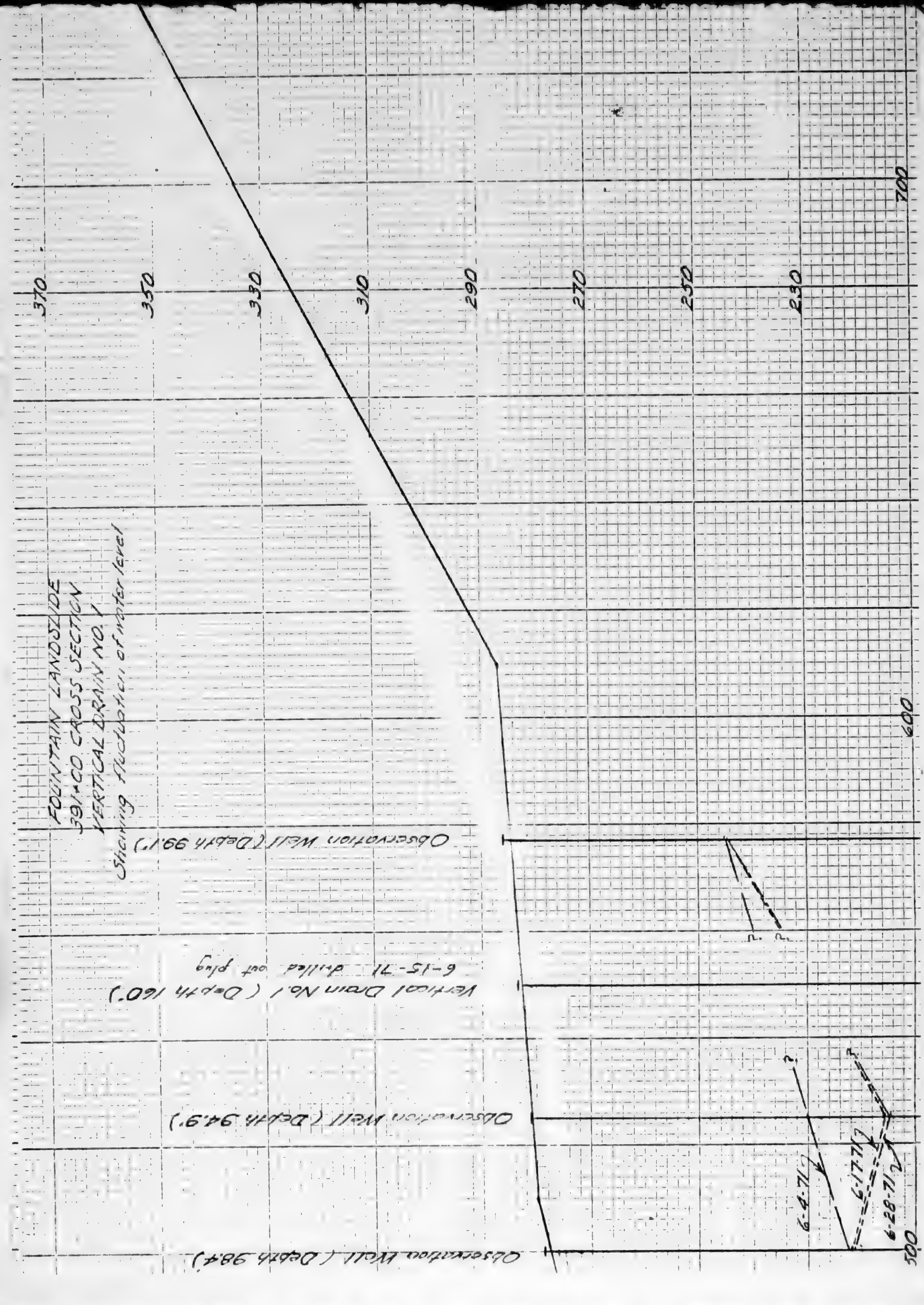
Hole	51.6N	27.6N	Well	10.7S	30.2S	200S	47.6W	23 W	26.7E	51.1E
elev. / casing	-4.4 / 1.2	-2.2 / 1.1	0 / 0.8	+1.0 / 0.7	+4.2 / 1.1	+85 / 0	+2.0 / 0.9	+1.4 / 0.9	+0.8 / 1.1	+0.5 / 1.2
9:25	6.7	5.4	7.7	7.4	8.8	80.3	7.0	6.2	5.7	5.5
9:30 Pumping at 37.5 gpm	9:55 -8.2	9:54 -8.1	9:43 -10.9	9:44 -11.2	9:45 -9.0		9:48 -7.6	9:47 -6.8	9:50 -5.0	9:51 -5.6
10:25 30 gpm	10:31 -8.9	10:31 -9.1	10:25 -12.6	10:26 -12.6	10:27 -9.3		10:29 -8.0	10:28 -7.0	10:32 -6.2	10:33 -5.9
10:30-50gpm. 11:35- 50gpm	11:41 -13.2	11:40 -14.8	11:35 -20.7	11:37 -18.7	11:38 -9.9		11:42 -8.8	11:42 -7.8	11:37 -6.7	11:39 -6.3
12:35 44 gpm	12:47 -14.1	12.46 -15.6	12:35 -33.3	12:43 -19.3	12:43 -10.2		12:47 -9.1	12:47 -8.1	12:44 -7.0	12:45 -6.7
1:29 43 gpm	1:24 -14.3	1:24 -15.8	1:29 -33.3	1:18 -19.4	1:18 -10.3	1:30 80.3	1:26 -9.2	1:26 -8.2	1:20 -7.1	1:20 -6.8
1:30 Pump off		—	Recharge		Check		—			
	1:38 -12.5	1:37 -12.0	1:35 -16.0	1:36 -16.3	1:36 -10.2		1:37 -8.9	1:37 -7.9	1:39 -7.1	1:39 -6.8
	2:00 -9.4	2:00 -7.9	2:00 -9.0	2:00 -10.0	1:58 -10.1		1:58 -8.3	1:58 -7.4	2:00 -6.9	-6.6

No Change 100' West or 100' East



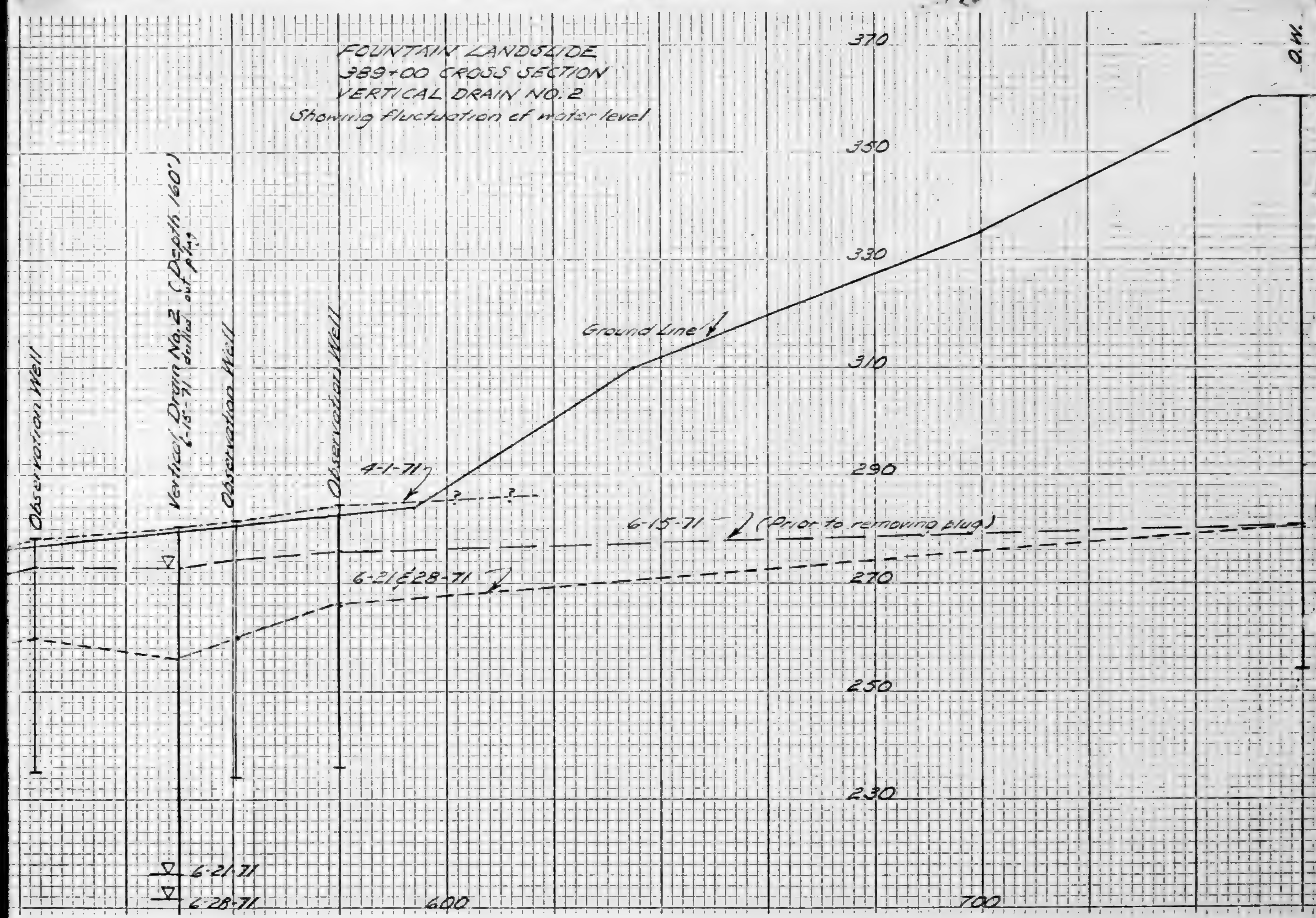
FOUNTAIN LANDSLIDE
391+00 CROSS SECTION
VERTICAL DRAIN NO. 1
Showing fluctuation of water level

Observation Well (Depth 94.9')
Vertical Drain No. 1 (Depth 160')
6-15-71 drilled out plug
Observation Well (Depth 99.1')
370
350
330
310
290
270
250
230
600
700
?
?
?
?

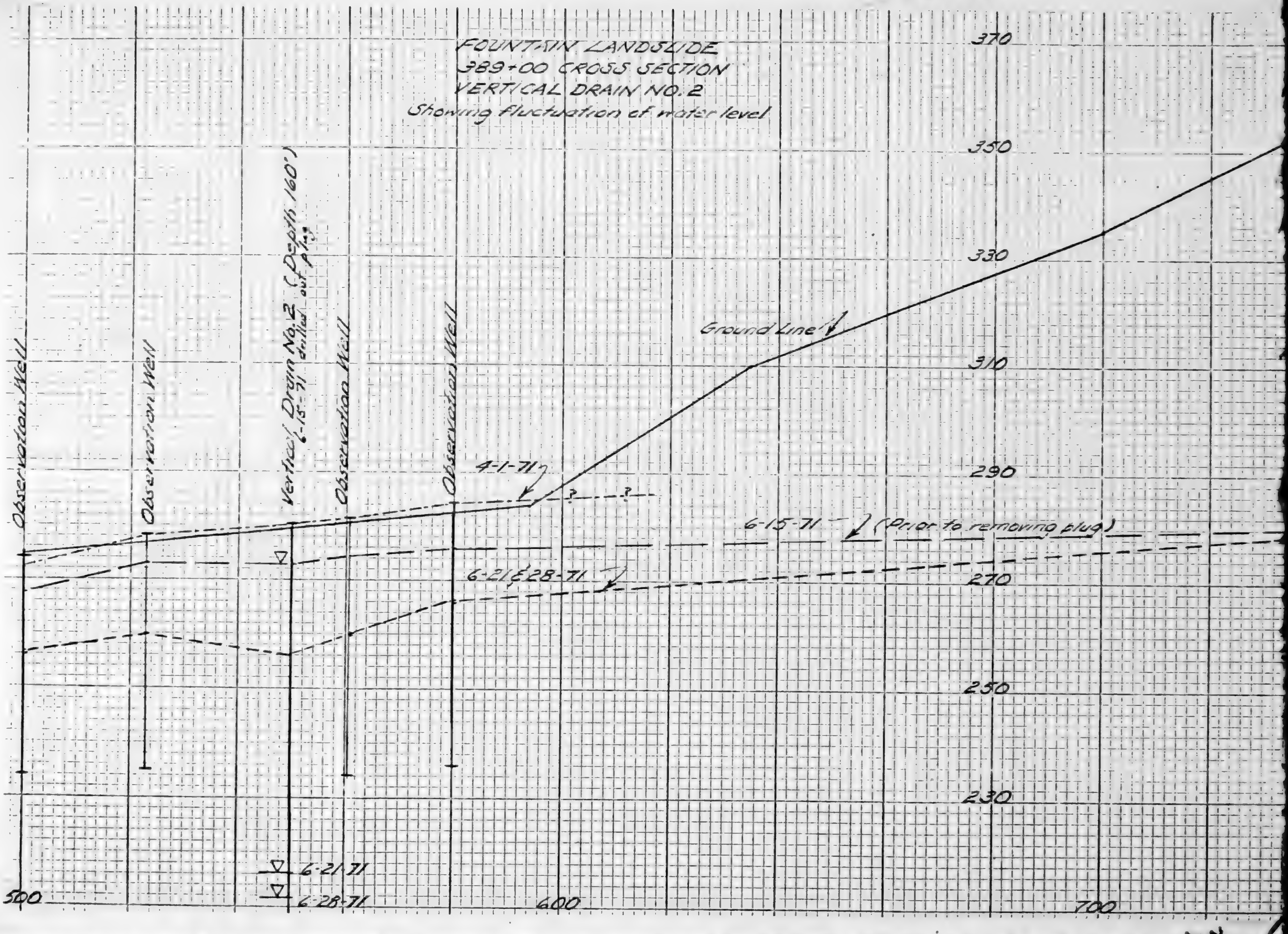


FOUNTAIN LANDSLIDE
39+00 CROSS SECTION
VERTICAL DRAIN NO. 1
Showing fluctuation of water level

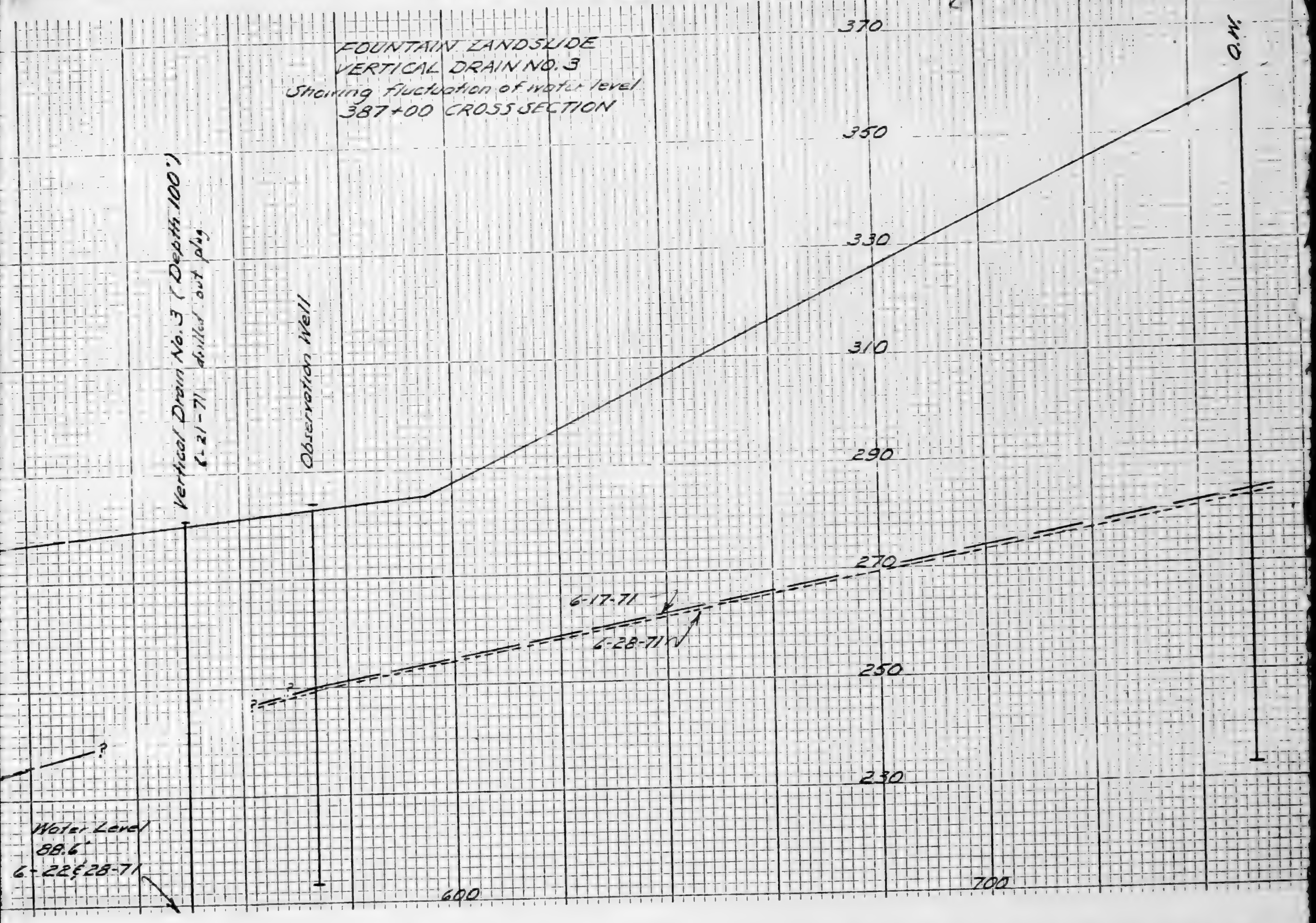
370
350
330
310
290
270
250
230
700
600
500
Observation Well (Depth 99.1')
?
?
Vertical Drain No. 1 (Depth 160')
6-15-71 drilled out plug
Observation Well (Depth 94.9')
?
?
6-4-71
6-17-71
6-28-71
Observation Well (Depth 98.4')

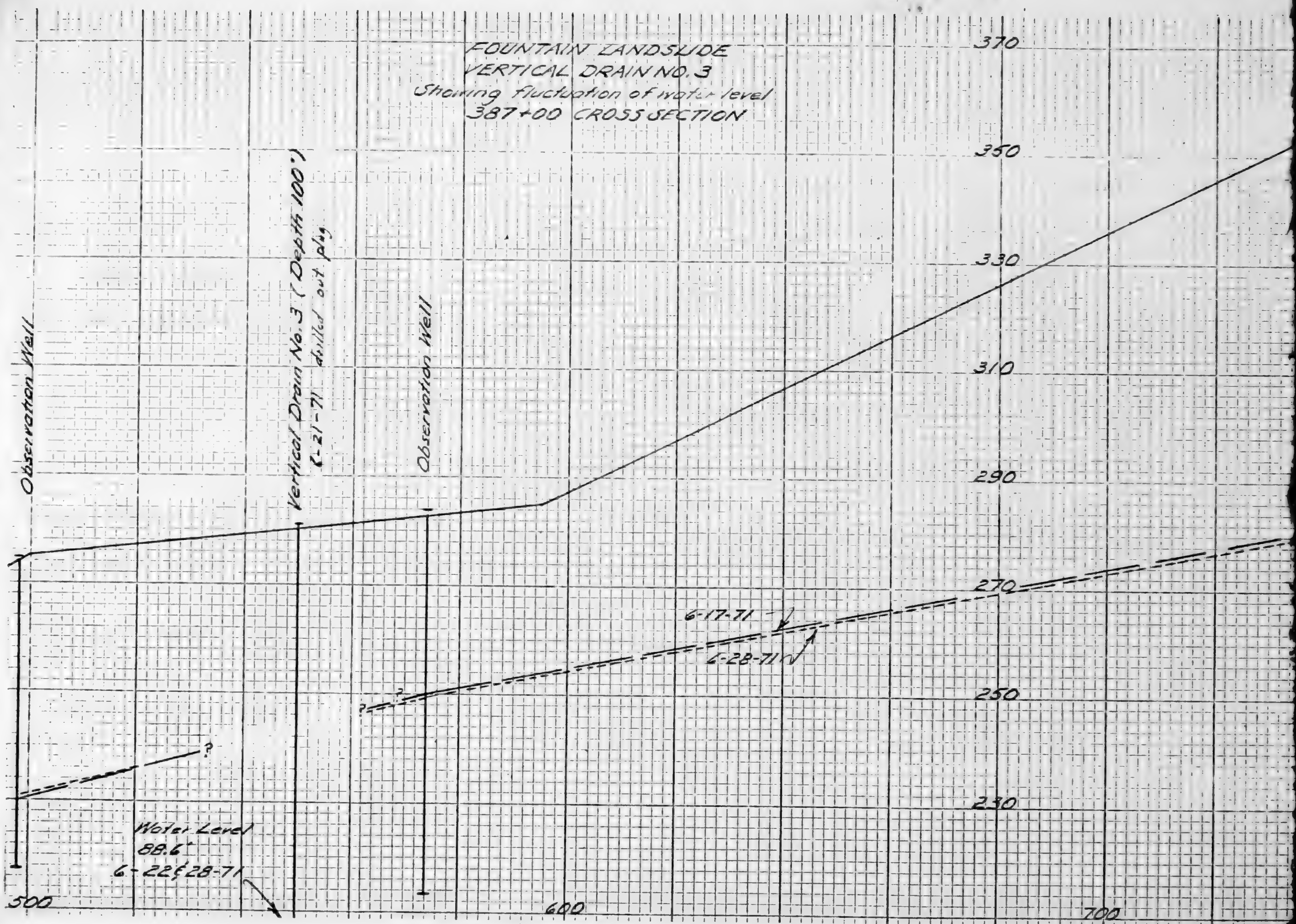


FOUNTAIN LANDSLIDE
389+00 CROSS SECTION
VERTICAL DRAIN NO. 2
Showing fluctuation of water level

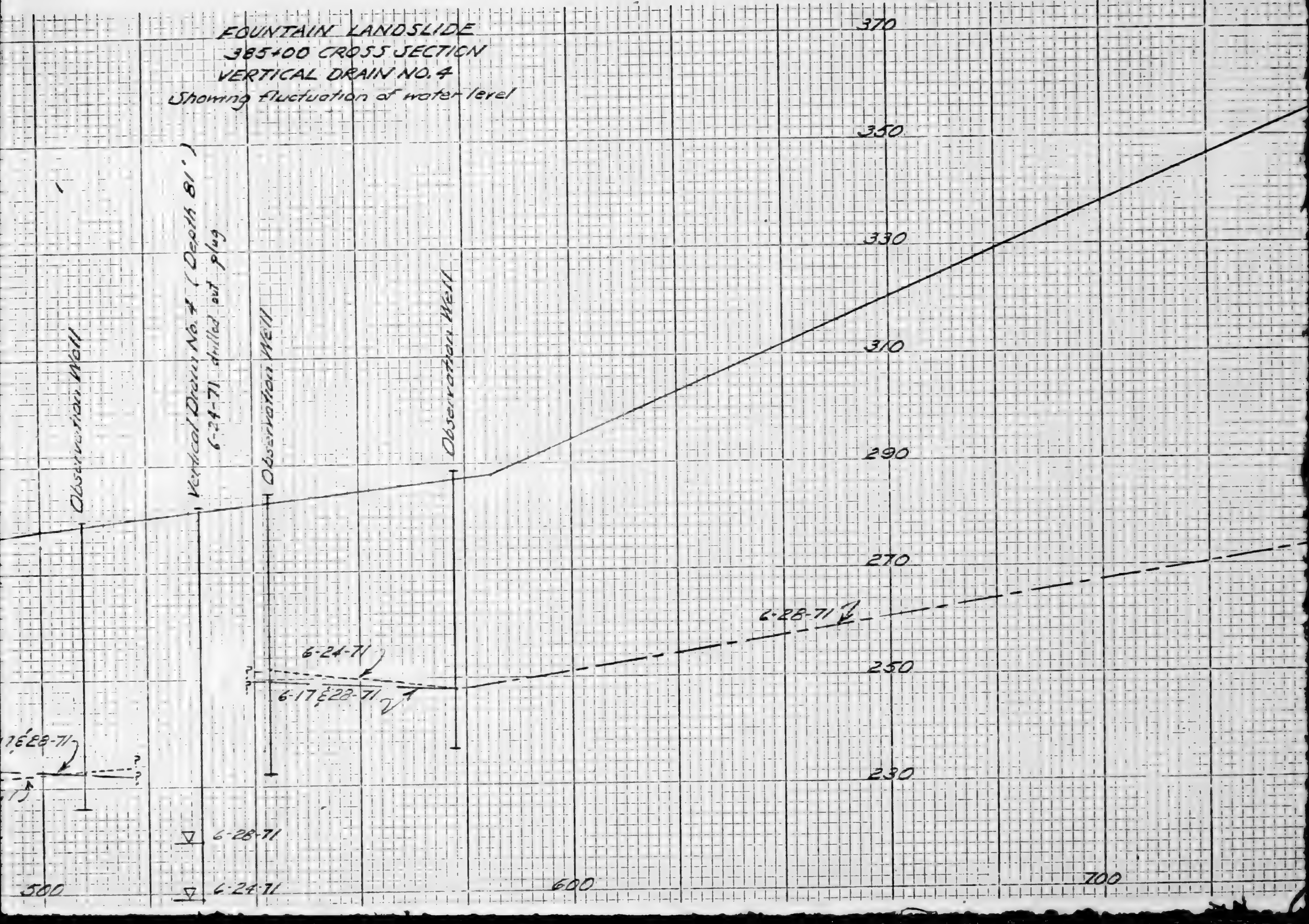


FOUNTAIN LANDSLIDE
389+00 CROSS SECTION
VERTICAL DRAIN NO. 2
Showing fluctuation of water level

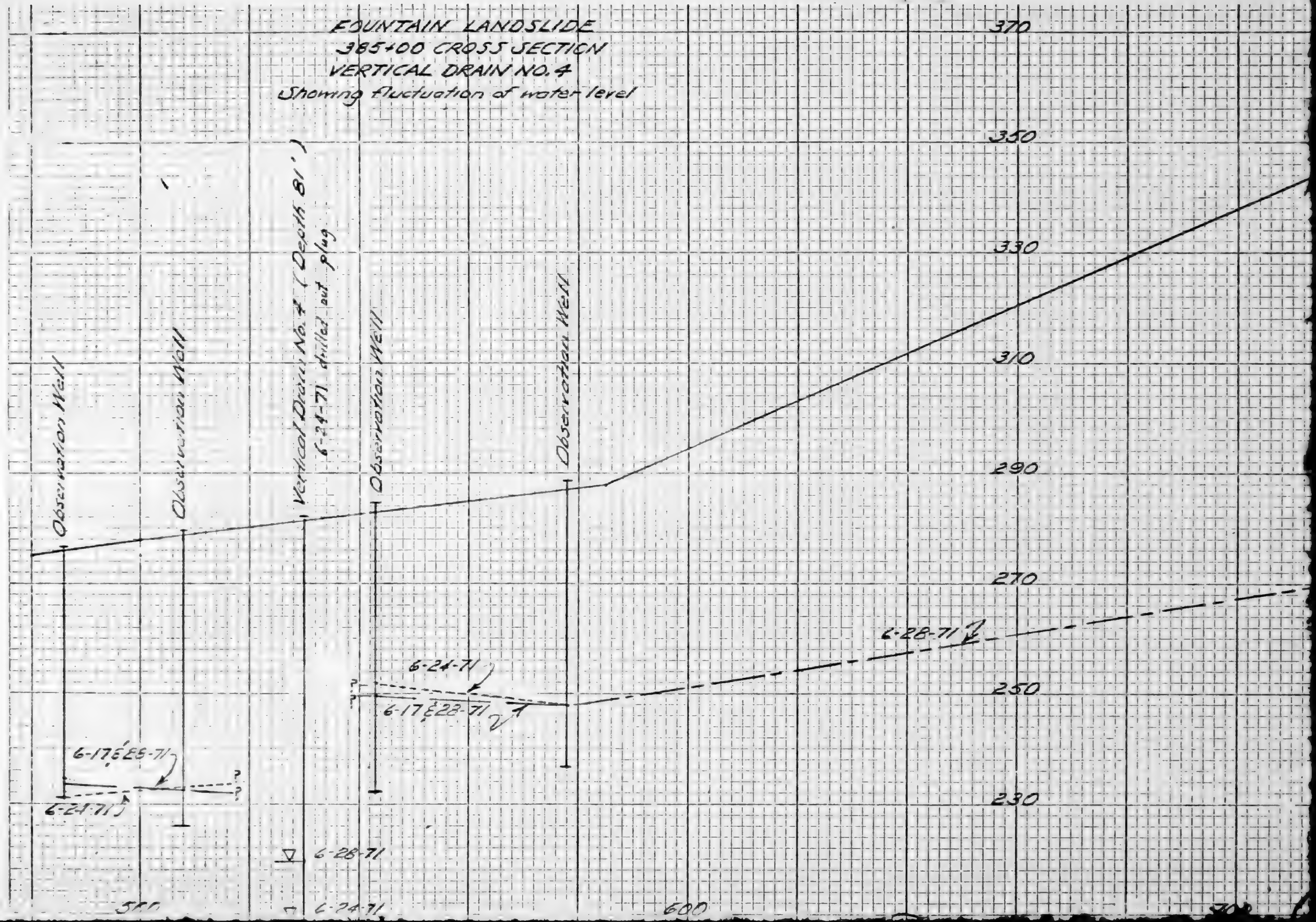

FOUNTAIN LANDSLIDE
VERTICAL DRAIN NO. 3
Showing fluctuation of water level
387+00 CROSS SECTION



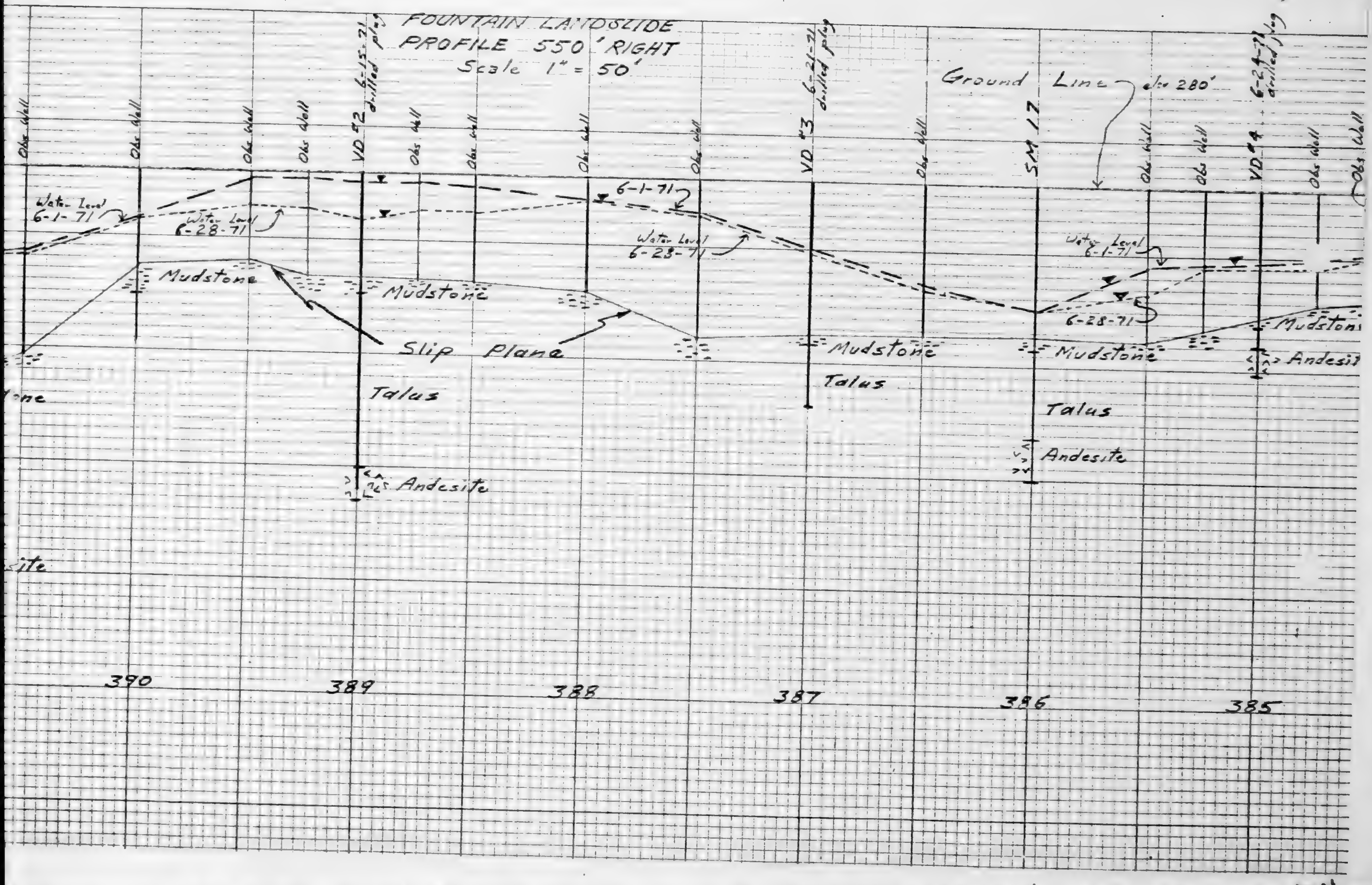
FOUNTAIN LANDSLIDE
VERTICAL DRAIN NO. 3
Showing fluctuation of water level
387+00 CROSS SECTION



FOUNTAIN LANDSLIDE
385+00 CROSS SECTION
VERTICAL DRAIN NO. 4
Showing fluctuation of water level

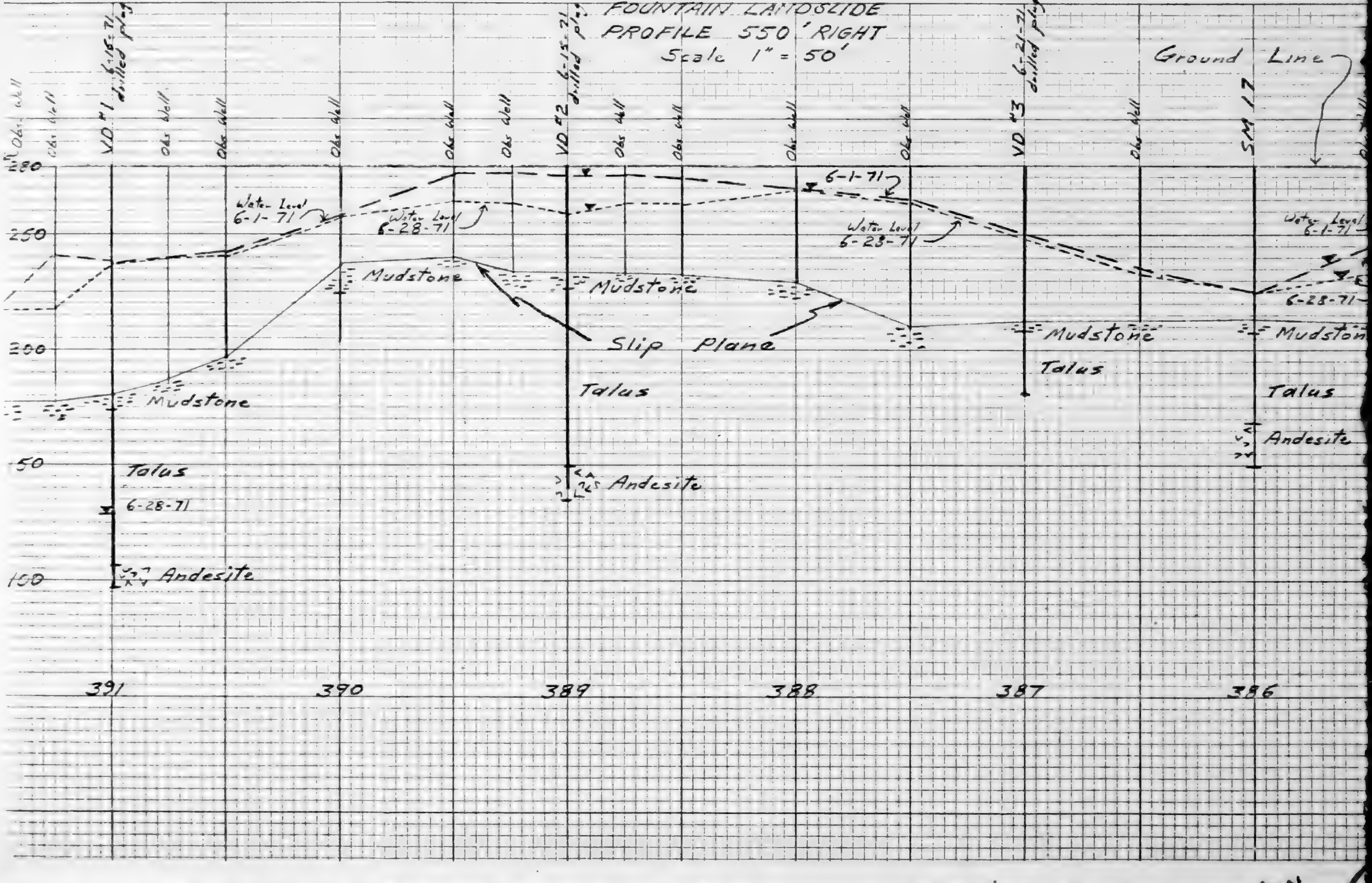


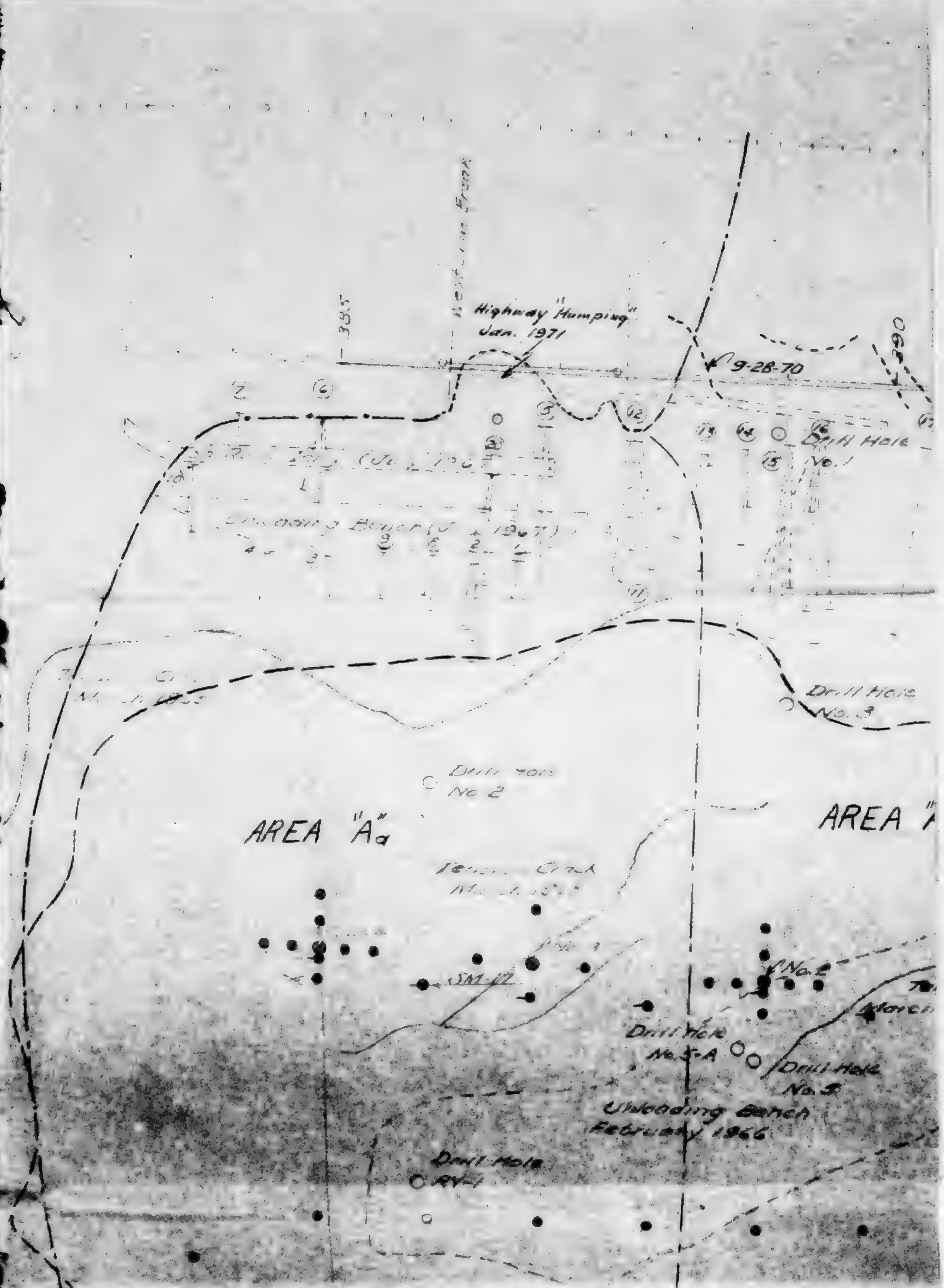
FOUNTAIN LANDSLIDE
385+00 CROSS SECTION
VERTICAL DRAIN NO. 4
Showing fluctuation of water level

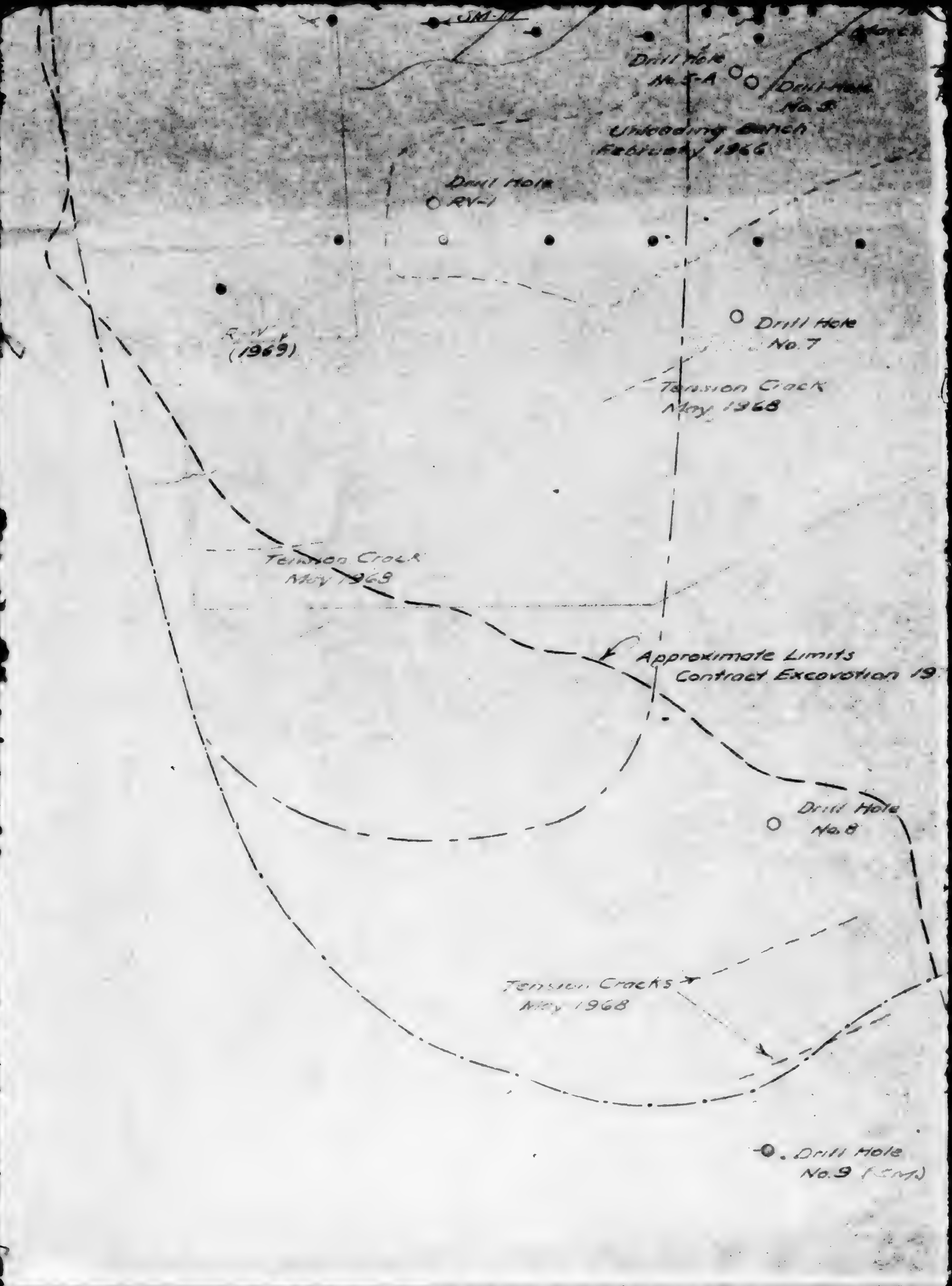


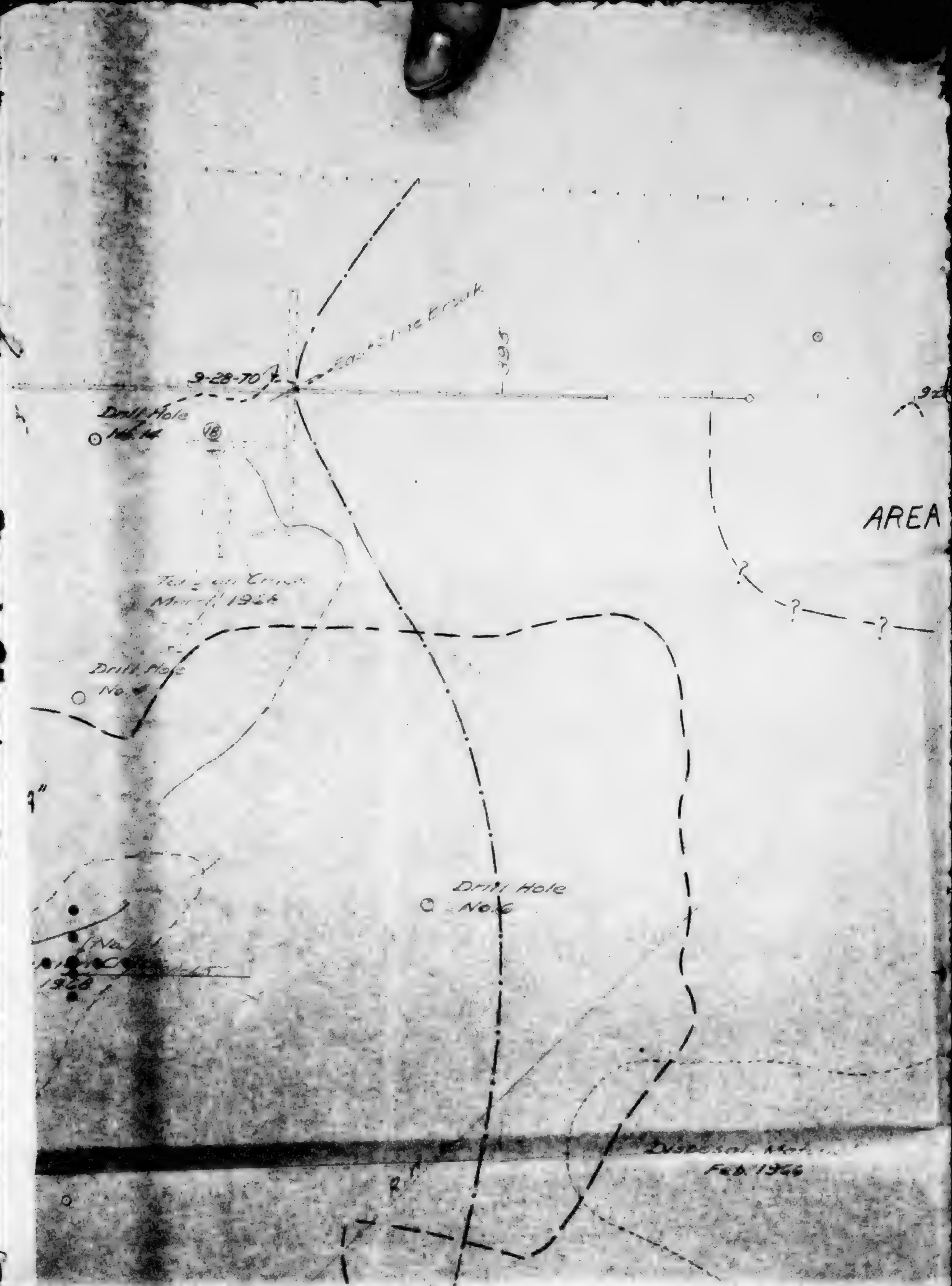
FOUNTAIN LANDSLIDE
PROFILE 550' RIGHT
Scale 1" = 50'

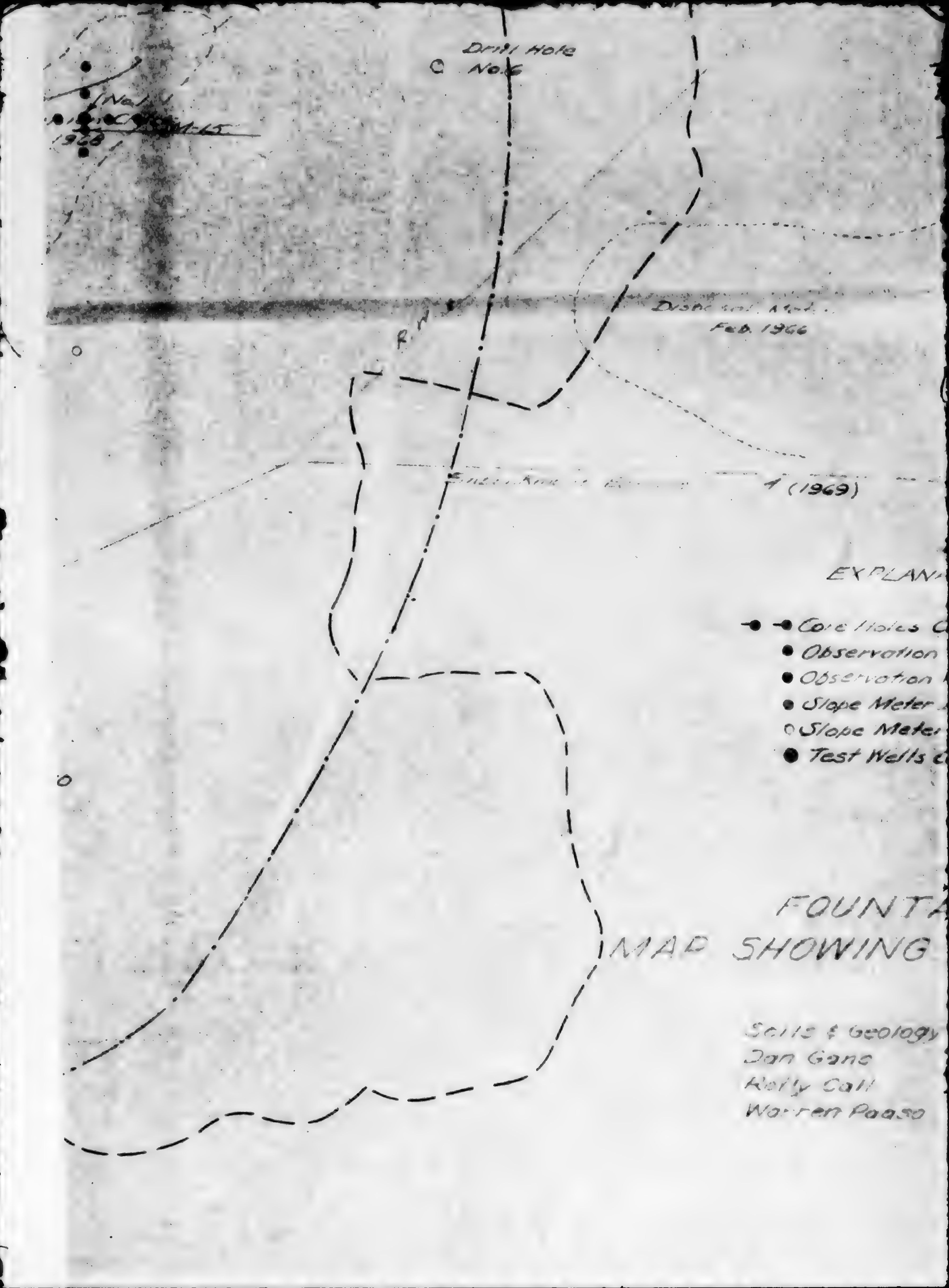
FOUNTAIN LANDSLIDE
PROFILE 550' RIGHT
Scale 1" = 50'



Highway "Humping"
Jan. 1971
9-28-70
385
390
7
6
5
12
13
14
15
16
11
20
Drill Hole
No. 1
Unloading Bench (... 1967)
4
3
9
6
2
1
Drill Hole
No. 3
Drill Hole
No. 2
AREA "A"a
AREA
Tension Crack
March 1966
No. 1
SM-17
No. 2
Drill Hole
No. 5-A
Drill Hole
No. 5
Unloading Bench
February 1966
Drill Hole
RV-1


SM-III
Drill Hole No. 5-A
Drill Hole No. 5
Unloading Bench February 1966
Drill Hole RV-1
RV-? (1969)
Drill Hole No. 7
Tension Crack May 1968
Tension Crack May 1969
Approximate Limits Contract Excavation 19
Drill Hole No. 8
Tension Cracks May 1968
Drill Hole No. 9 (SM)

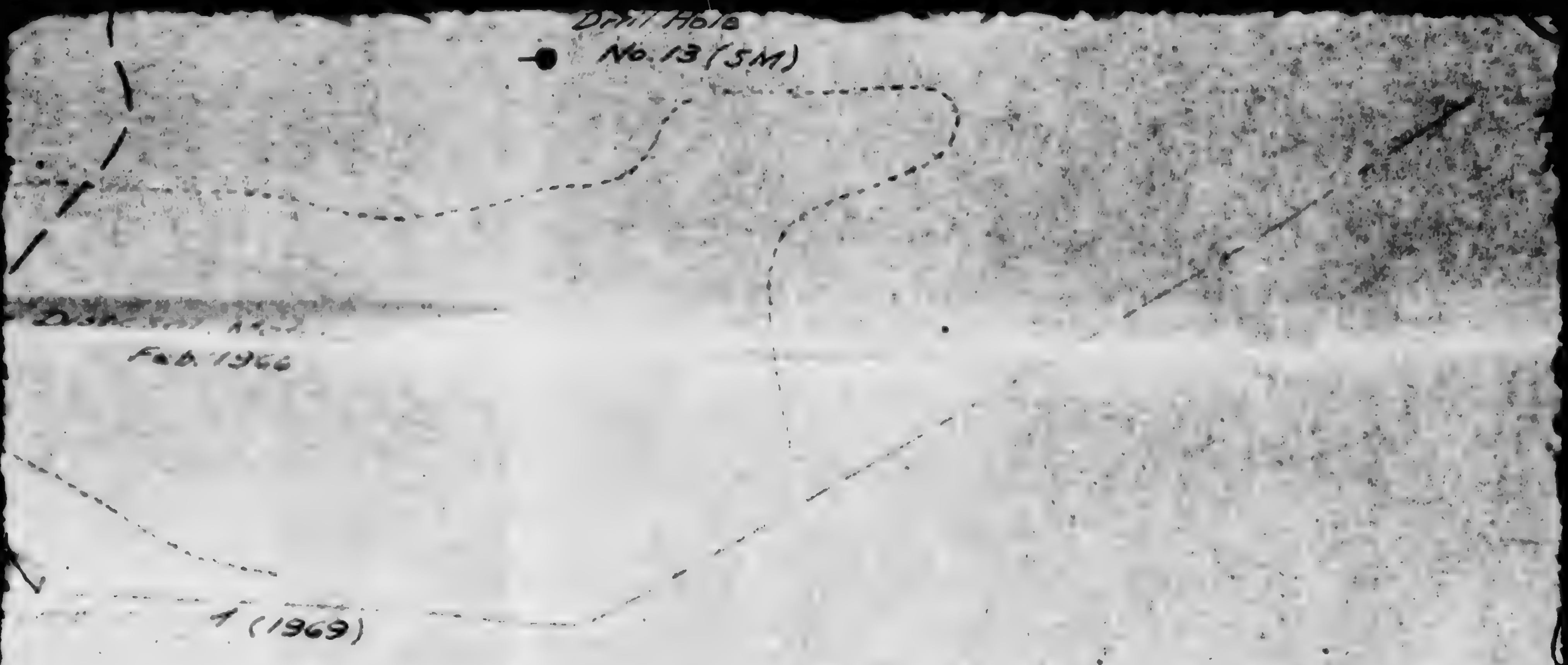

9-28-70
395
Drill Hole
No. 14
18
AREA
?
?
?
Drill Hole
Drill Hole
No. 6
1968
Feb. 1966



FOUNTA

MAP SHOWING

Soils & Geology
Dan Gano
Rolly Call
Warren Paaso



EXPLANATION (6-28-71)

- ●-● Core Holes Completed
- ● Observation Wells Completed
- ● Observation Wells Proposed
- ● Slope Meter Installations Completed
- ○ Slope Meter Installations Proposed

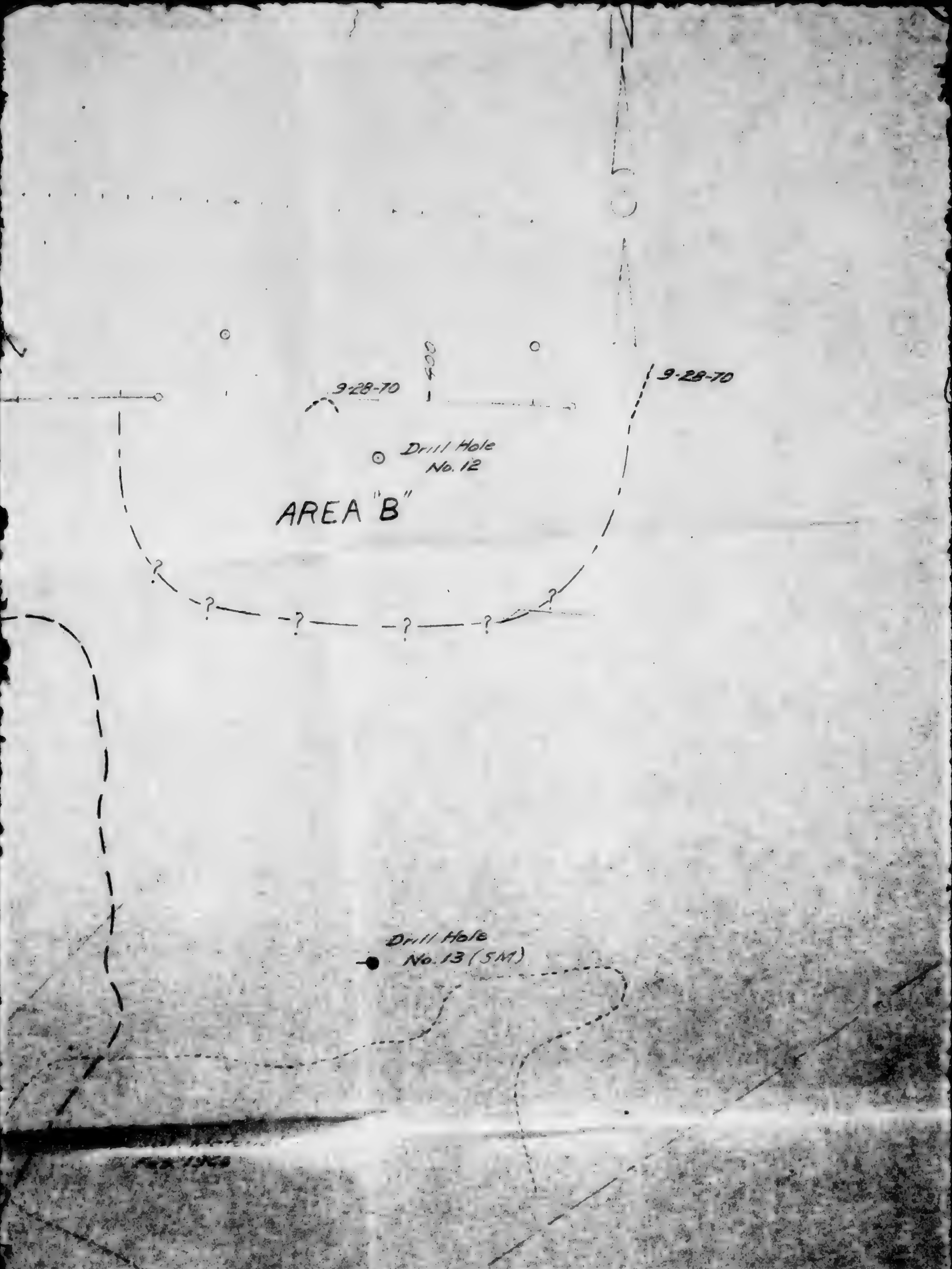
} By State Forces

- ● Test Wells Completed > By Rental Equipment (Private)

FOUNTAIN LANDSLIDE
AP SHOWING PERTINENT FEATURES

Soils & Geology Section — February, 1969
Dan Gans — Division Geologist
Rolly Call — Asst. Division Geologist
Warren Paase — Field Geologist

Scale:
= 1:[illegible]


9-28-70
9-28-70
Drill Hole No. 12
AREA "B"
Drill Hole No. 13 (SM)

8169

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JUN 2[illegible] 1971

FOR FILING

R

June 28, 1971

Hon. Clay Myers
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Dear Mr. Myers:

Attached for your records is a duplicate original of "Speed Zone Resolution No. 583," which was adopted on June 22, 1971.

This resolution amends "Speed Zone Resolution No. 542," dated December 17, 1968, and establishes a 40 mile-per-hour temporary speed zone until repairs to the vicinity of the Fountain Slide Section of highway are completed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses
Att.

#5169

[illegible]
2

I-80N

Fountain Slide

May 28, 1971

Mr. Richard H. Meyer, Technical Assistant
Operations Division
National Ocean Survey, NOAA
1801 Fairview Avenue East
Seattle, Washington 98102

Dear Mr. Meyer:

The enclosed "Corps of Engineers Permit Follow-up" requests information on Permit No. Columbia River Fill 25 issued for making a earth and rock fill in the Columbia River at Mile 152.

This letter is to inform you that no work has been done that was intended to be covered by this permit. The material that was to be disposed of at this location from a major slide was not placed in the river. However, since the slide is still active, a future contract may require the area for a disposal site. No date for this contract has been set.

There has been no changes in land and water features resulting from our contractor's operations that requires any revision of your nautical charts.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL
Frank L. Hall
Design Engineer

FLH:jg

cc: L. W. Rulien

Hall
A. Olson
W[illegible]
Ha[illegible]an
Carstensen
Kayes

RECEIVED
JU[illegible]
DESIGN
SECTION

Scott
Swenson
IT
Do Not File
Keep
Return To
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 24, 1971

To:

Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:

Corps of Engineer Inquiry
Filling Permit Columbia River
Fountain Slide

Until answered

The attached card which you sent to me is an inquiry from the Corps of Engineers as to the status of our filling in the river near the Fountain Slide.

The contractor secured his own waste areas, and consequently we have not placed any material in either area A or area B. However, I do not want to complete this card because it is my understanding that the Design Section is making plans for additional material removal at the Fountain Slide, and I believe that it would be appropriate for those familiar with these future proposals to complete the card and inform the Corps.

L. W. Rulien
Regional Engineer

LWR:fb
Attach.

Routing
RECEIVED
MAY 25 1971
CONSTRUCTION
DIVISION

[illegible]

RECEIVED
MAY 28 1971
FOR [illegible]

K

Salem, Oregon
May 27, 1971

R. N. Bothman
Maintenance Engineer

BUILDING

Signing
Fountain Slide Area
I-80N

Attached are copies of correspondence with the Federal Highway Administration concerning signing for the Fountain Slide area on I-80N.

Please arrange to install signing as per the attached plan as soon as possible on Minor Betterment.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
Att.
cc F. B. Klaboe
E. S. Hunter
L. E. George
F. D. Morgan
J. F. Putnam

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 20, 1971

In reply refer to: 08-35.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(48)48
Fountain Slide Section

Mr. Klaboe's letter of May 19, with attachment, outlined safety provisions necessary to warn motorists of the movement of the roadway as part of the Fountain slide.

Your request has been carefully reviewed, and it is concluded that the signing is necessary but is part of maintenance consideration. While there is preliminary engineering work underway, the protection is not necessary because of this contract - nor related to the contract.

Simpson:nig

FBK

NOTED
TOM EDWARDS

NOTED

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ECEIVED

OR FILING

May 21, 1971

Oregon State Highway Commission

Gentlemen:

On May 19, Chairman Jackson verbally approved the revision of existing designated speeds on the Columbia River Highway in the vicinity of the Fountain Slide. In this section, slide conditions are such that the present 70-mile-per-hour designated speed causes undue hazard.

It is recommended that you confirm amending Speed Zone Resolution No. 542, enacted December 17, 1968, to establish a 40-mile-per-hour speed zone on the Columbia River Highway No. 2 between M.P. 46.50 and M.P. 47.78 in the Fountain Slide area.

This should be a temporary designated speed to remain in effect until repairs to the section of highway are completed. At that time, the speed designated in Resolution No. 542 should again become effective.

This matter will be on the agenda for your confirmation at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. E. George
V. E. Skoog
R. N. Bothman
H. S. Cox
J. F. Putnam

VPJ:pb sr

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RECEIVED

FOR FILING

K

May 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

There is currently under progress on Interstate 80N a slide correction project involving the Fountain slide.

In order to improve safety conditions in this area, it is our proposal to install permanent warning signs and illumination as shown on the attached sketch. It is our opinion that this installation is critically necessary on a permanent basis to permit the existing high-speed traffic to operate safely through this section.

We have already installed a 40-mile-per-hour speed zone throughout this section on an emergency basis. The warning signs proposed on the plan would provide adequate advance warning to augment the speed zone operation. The illumination is necessary to properly delineate the travel path which is difficult to see during the hours of darkness because of the extremely sharp vertical curve which exists in the immediate vicinity of the slide.

This letter is to ask your approval for the addition of this work to the existing contract. It is further requested that this approval be made on an emergency basis so that the signing and illumination can be installed by State forces. This action is in the best interest of public safety. As shown, the estimated cost is $6,500. Your immediate attention to this matter is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

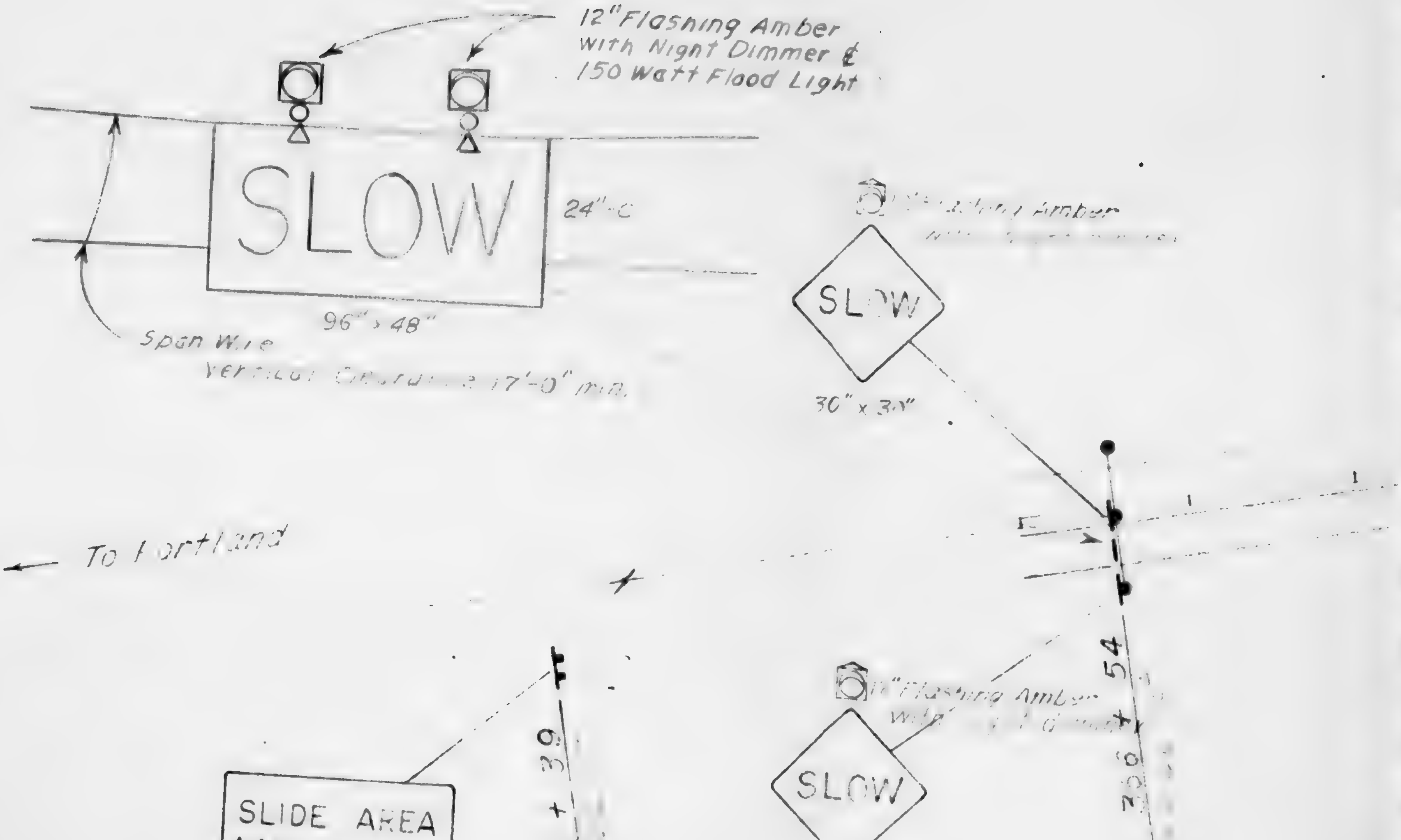
By

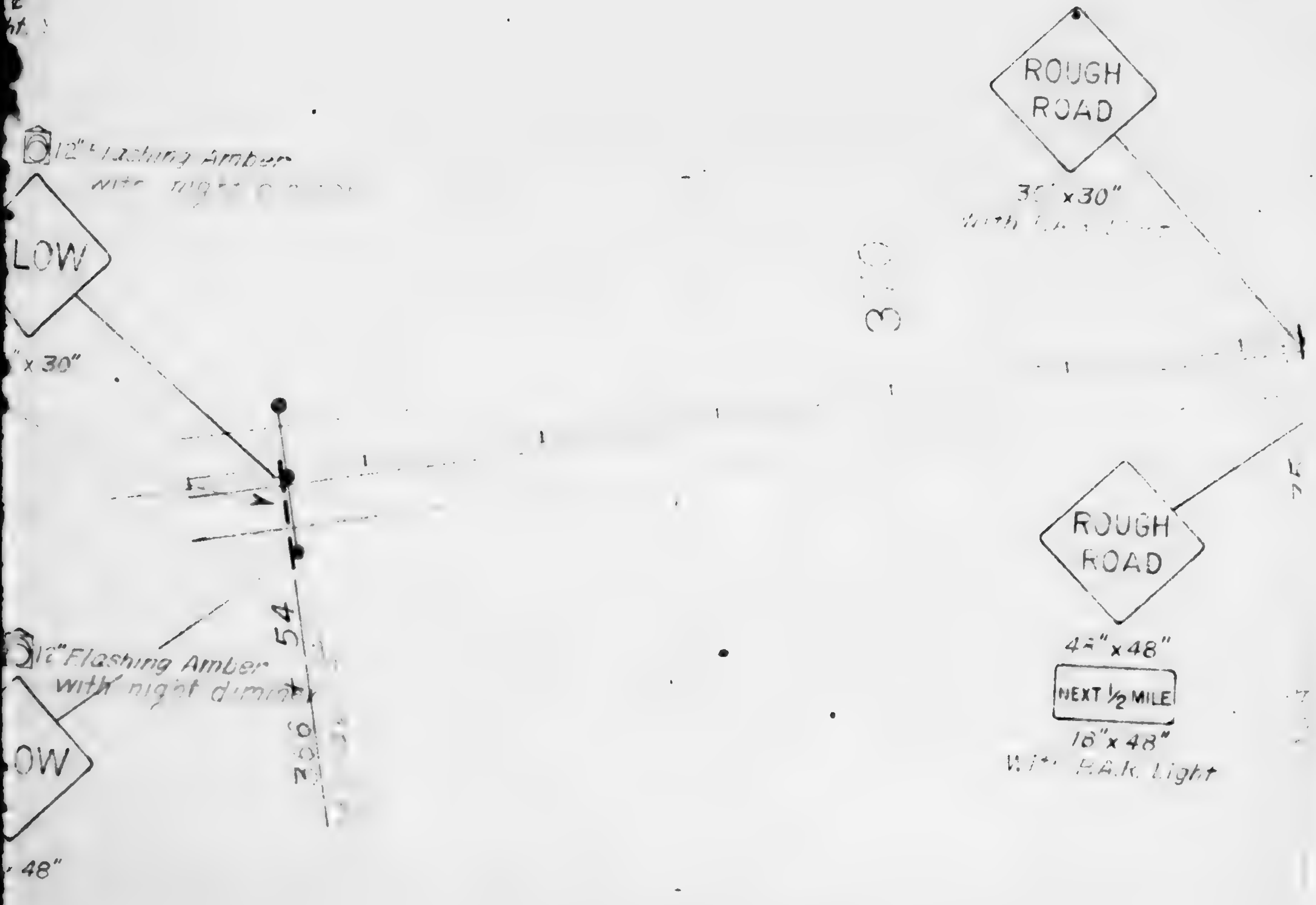
F. B. Klaboe
Assistant State Highway Engineer

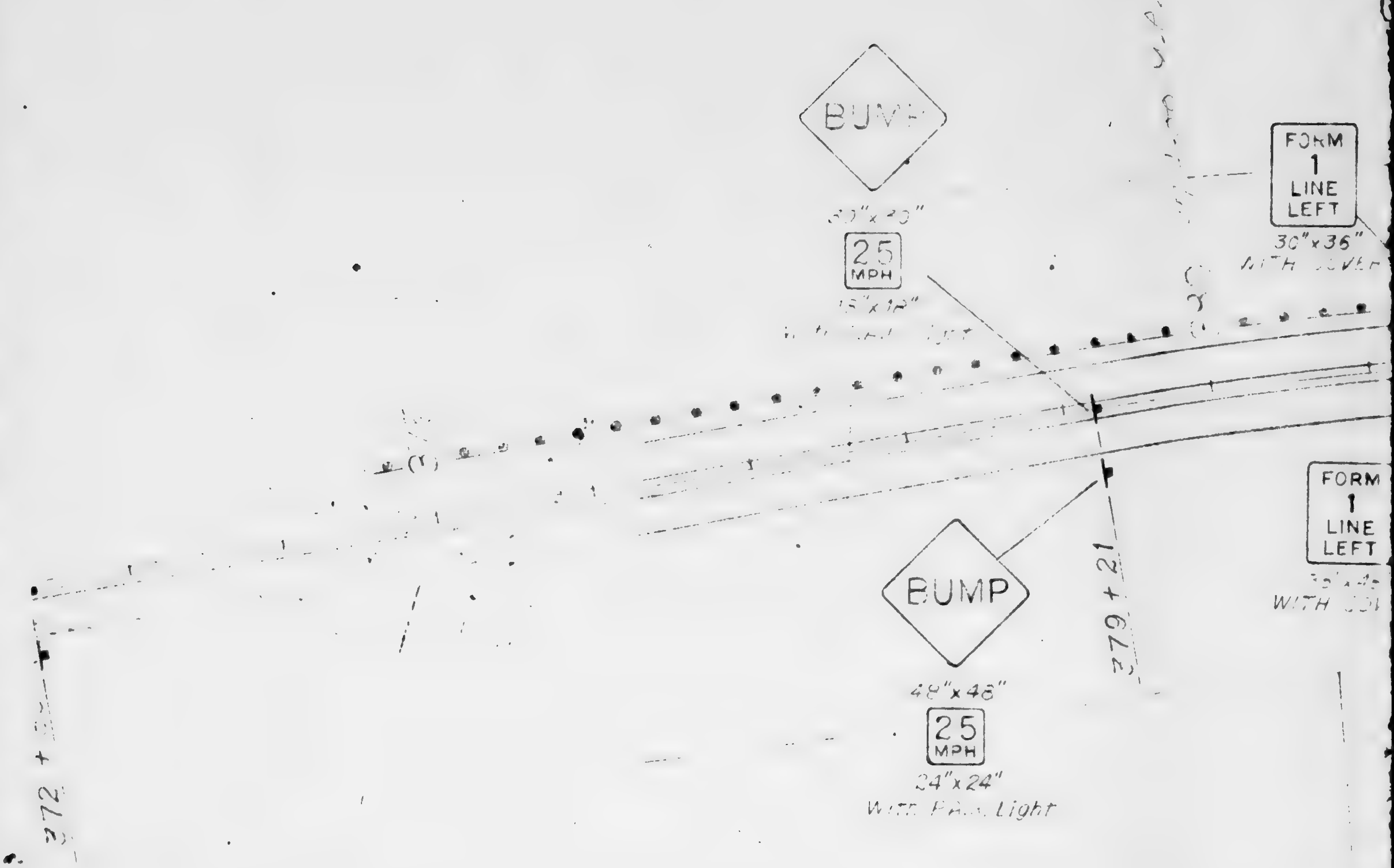
cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. E. George
J. F. Putnam - Enc.

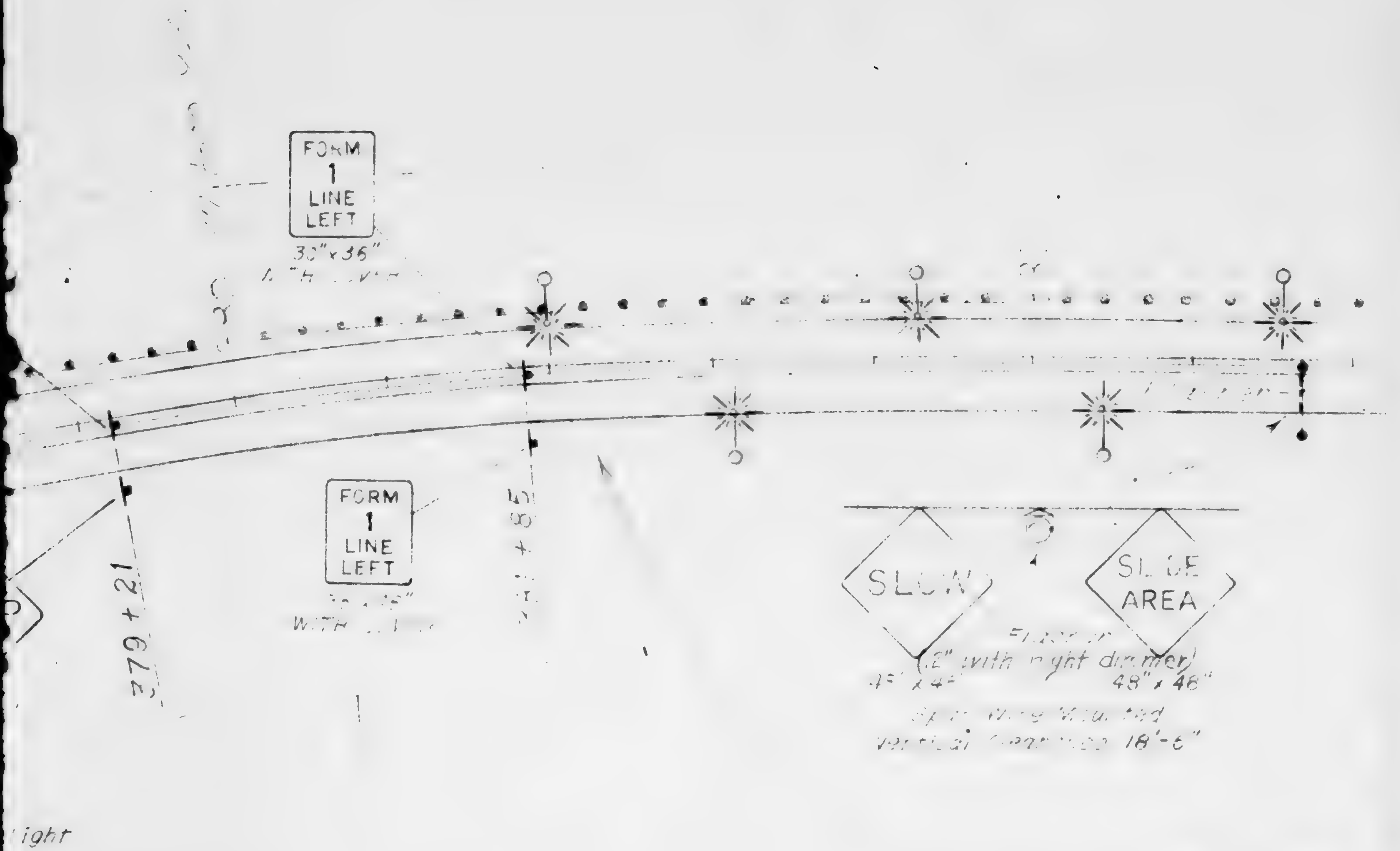
Att.

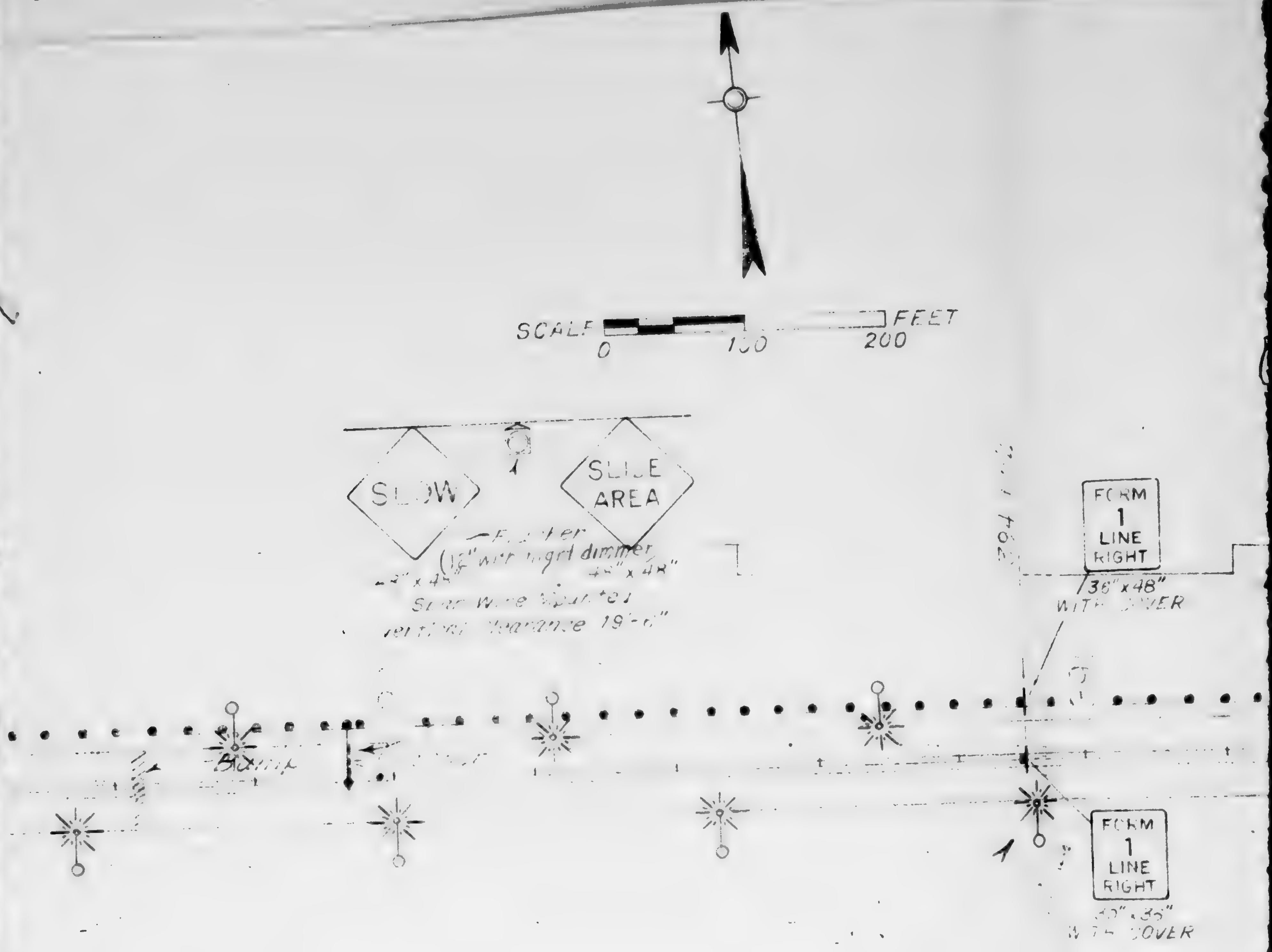
LEG:mk srb


12" Flashing Amber
with Night Dimmer &
150 Watt Flood Light
SLOW
24" c
96" x 48"
Span Wire
Vertical Clearance 17'-0" min.
Flashing Amber
SLOW
30" x 30"
To Portland
SLIDE AREA
1 MILE AHEAD
48" x 96"
335 + 39
Flashing Amber
SLOW
48" x 48"
356 + 54


12" Flashing Amber
with night dimmer
LOW
" x 30"
ROUGH
ROAD
30" x 30"
3'-0
54
12" Flashing Amber
with night dimmer
OW
" 48"
ROUGH
ROAD
48" x 48"
NEXT ½ MILE
18" x 48"
With R.A.K. Light


BUMP
30"x30"
25 MPH
15"x18"
FORM 1 LINE LEFT
30"x36"
WITH COVER
379 + 21
FORM 1 LINE LEFT
WITH COV
BUMP
48"x48"
25 MPH
24"x24"
With Flash. Light
372 +

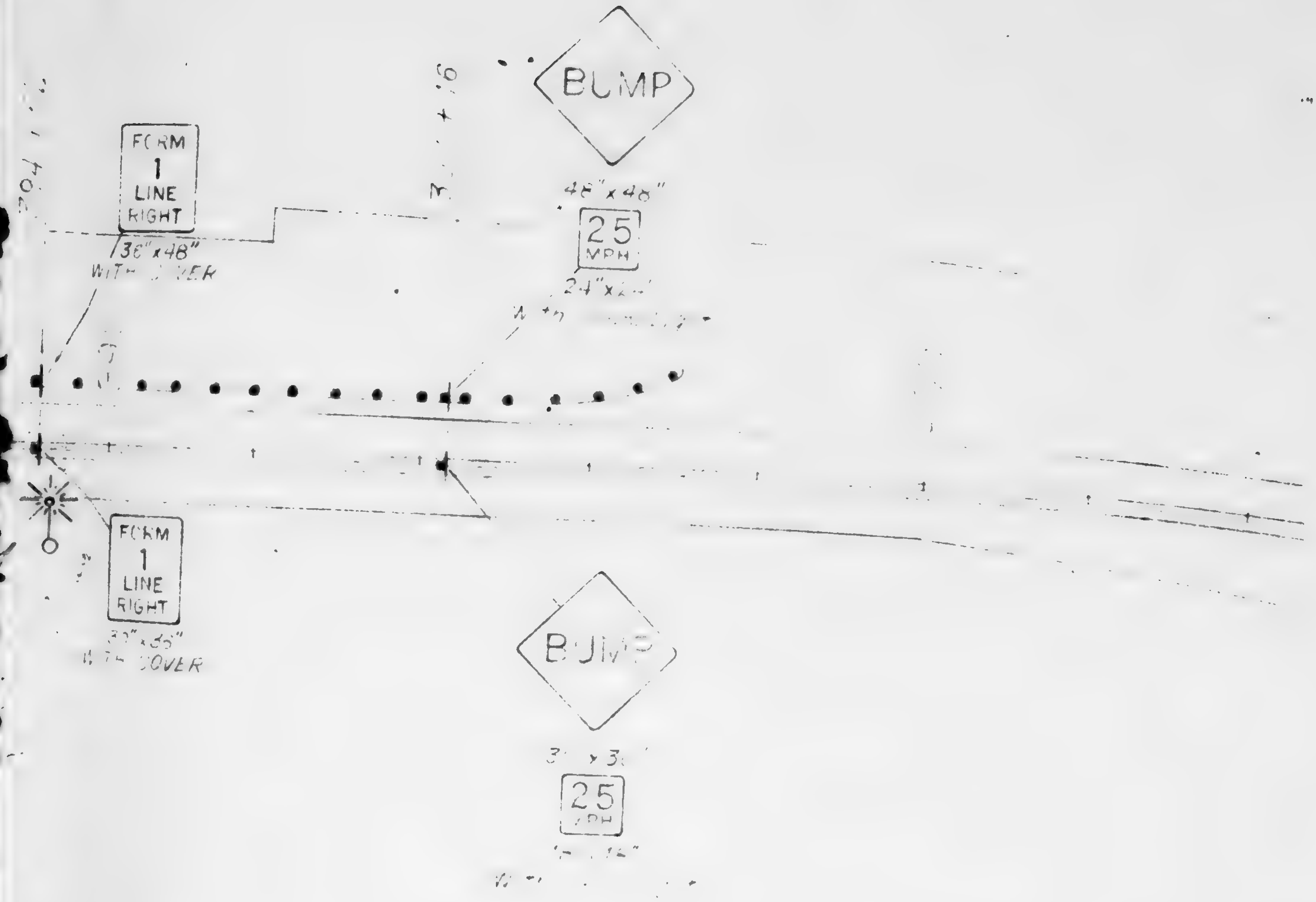

FORM
1
LINE
LEFT
30"x36"
FORM
1
LINE
LEFT
WITH
379+21
SLOW
SLIDE
AREA
Flasher
(12" with night dimmer)
48" x 48"
48" x 48"
Span Wire Mounted
vertical clearance 18'-6"
12-700 watt M-V lum
foot staggered spacing
ight



uminaires on north lines
– 50 foot mounting height

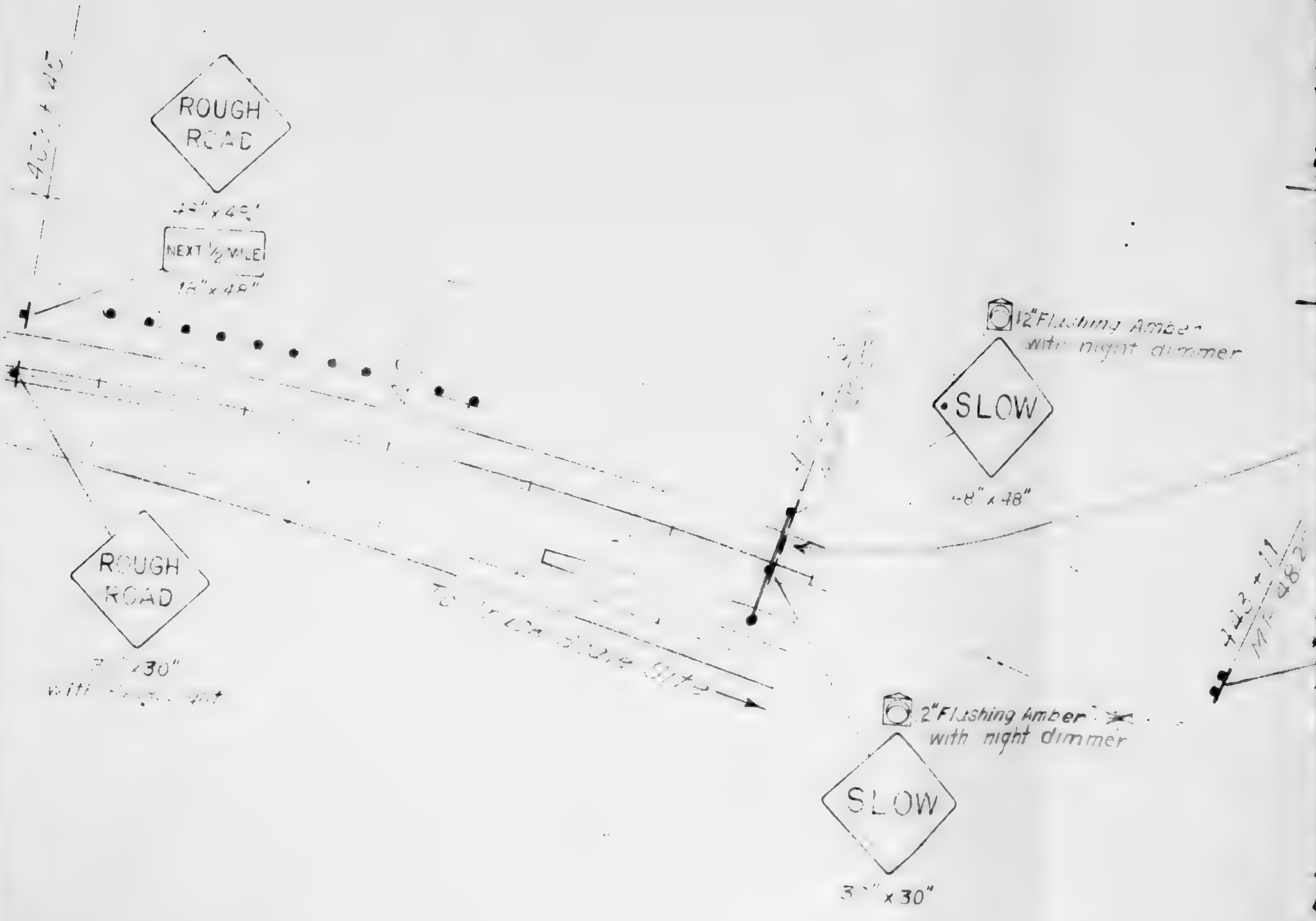
LEGEN
Existin
Propos

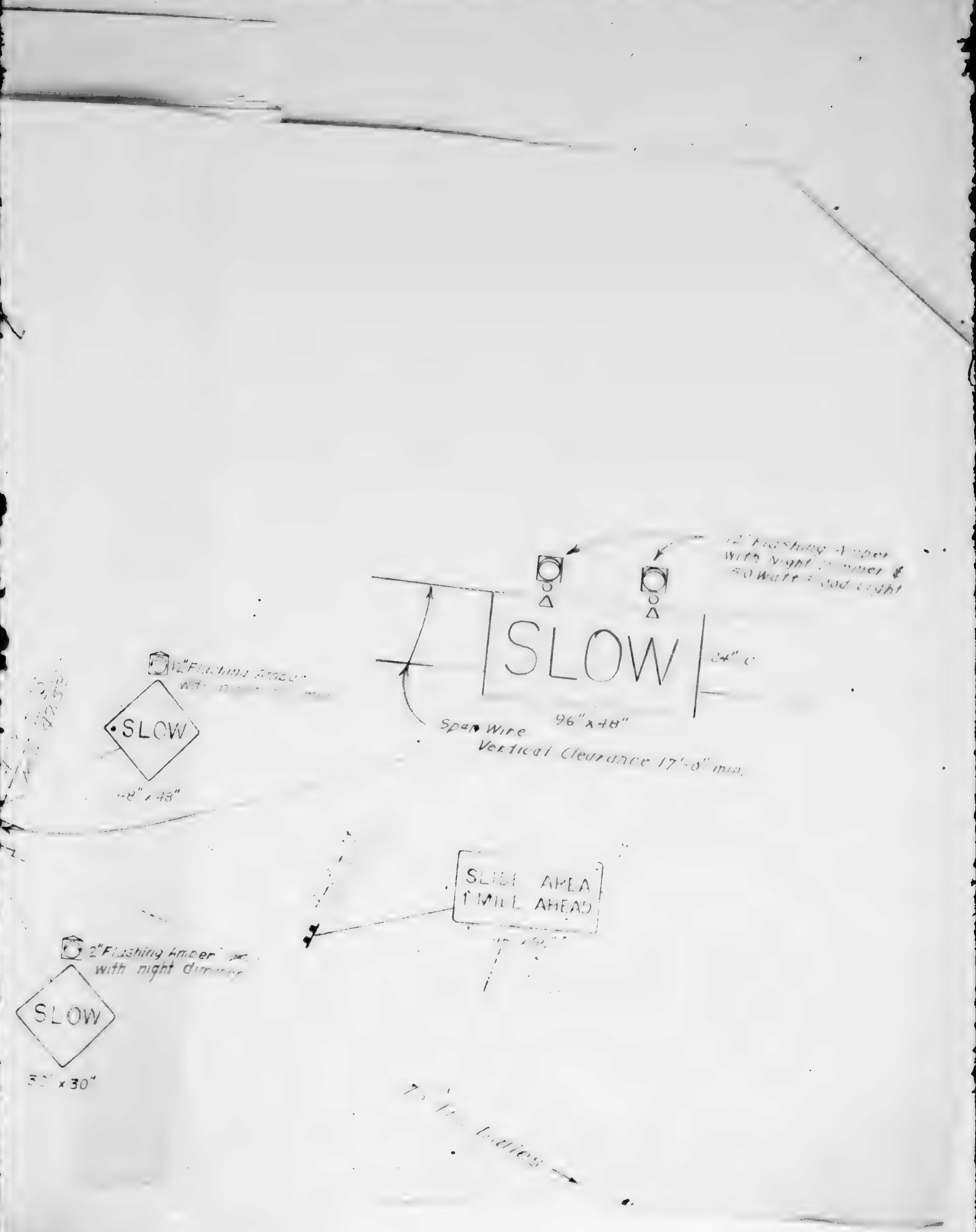
ESTIMATED COST



LEGEND
▬ Existing Signing
▬ Proposed Signing

ESTIMATED COST: $6,500


403 + 45
ROUGH ROAD
48" x 48"
NEXT ½ MILE
18" x 48"
ROUGH ROAD
30" x 30"
with [illegible]
To [illegible] Site
12" Flashing Amber
with night dimmer
SLOW
48" x 48"
443 + 11
MP 482
12" Flashing Amber
with night dimmer
SLOW
30" x 30"


12" Flashing Amber
With Night Dimmer &
50 Watt Flood Light
SLOW
24" C
96" x 48"
Span Wire
Vertical Clearance 17'-0" min.
12" Flashing Amber
with
SLOW
48" x 48"
SLIDE AREA
1 MILE AHEAD
2" Flashing Amber
with night dimmer
SLOW
30" x 30"
Dalles

RECEIVED
MAY 24 1971

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K

FORM E-30 (4-70)

SP*52503-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1971

To: MEMO TO FILE

SUBJECT: Speed Zoning
Columbia River Highway
Fountain Slide Section

NOTED
A. E. JOHNSON

At the request of Mr. Klaboe and Mr. Johnson, the possibility of establishing a lower designated speed on the above section was given study. It was recommended that a 40 MPH speed zone be established on that section between M.P. 46.50 and M.P. 47.78. This would be an emergency speed zone and would remain in effect until a slide condition is corrected.

This was discussed with Mr. Porter, and received his approval. He will contact Mr. Jackson on Wednesday, May 19, and obtain verbal approval of the designated speed.

On the afternoon of Tuesday, May 18, I called Bryant Jackmond, Assistant Regional Engineer, and asked that he have the signs installed. He stated that this would be done on Wednesday, and that this office would be notified when the installation is completed.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:mb

cc: F. B. Klaboe
A. E. Johnson
J. F. Putnam

District Engineer Hawkins informs me that the signs were installed at 3:15 p.m. on May 19. Captain Tichenor of the State Police has been informed verbally about the establishment of the 40 MPH zone, and will also be informed by letter.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 13, 1971

SUBJECT: Proposed Illumination and Warning Signs, Fountain Slide, Columbia River Highway, I-80N

To: Mr. A. E. Johnson
Assistant State Highway Engineer
OFFICE

A meeting has been held with the Regional and District Engineers concerning traffic hazards and the need for additional signing and illumination on the Columbia River Highway at the Fountain Slide area.

Attached are four copies of the sketch showing proposed additional installations. The "SLOW" signs are intended as a temporary installation and it is suggested that sign bridges and our standard neon "SLOW" signs be installed as soon as they can be fabricated.

NOTED

Fred

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: F. B. Crandall
J. F. Putnam

8169

R

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Fountain Landslide Explorations
Project No. I-80N-2(8)38
Prefix 614-1975
Your File: 08-35-EC

Dear Sir:

This letter confirms the phone approval by C. T. Christianson of your office to proceed with drilling the large diameter wells by Hansen Drilling of Vancouver, Washington. This work will be done on a rental basis. Your March 11, 1971 letter gave your approval to at least four of these wells to determine the spacing of future wells.

Proposals were received from Skyles Drilling Company and Hansen Drilling (a copy of Hansen's complete proposal is attached.). R. J. Strasser Drilling Company was contacted for prices, but they made no offer. A comparison of the proposals received is as follows:

Item	Hansen Drilling Per Hour Rental	Skyles Drilling Co. Per Hour Rental
2 men & Machine	$34.00	$55.00 (Min. 3 man crew)
3 men & Machine	43.00	55.00
Standby inc. 2 men	22.00	25.00 (Min. 3 man crew)
Standby inc. 3 men	29.50	25.00
Travel	- - -	20.00/day

This work will start no sooner than May 8, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By Edgar L Johnsen

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:fw
bc: A. E. Johnson
F. B. Klaboe
L. H. Young -
Attn: F. W. Yarbrough
L. W. Rulien
J. F. Putnam
W. J. Scofield
Dan Gano

Hansen Drilling
6711 N. E. 58th Avenue
VANCOUVER, WASHINGTON
Telephone OXford 4-6242

NAME Oregon State Highway Dept.
Dan Gano, Division Geologist
ADDRESS P.O. Box 02157
Portland, Oregon 97202

Date March 1, 1971

Bid Offor:
Test Drilling @ Cascade Locks
Slide Area

10" hole to accomodate 8" casing	@	$ 11.75 per ft.
8" casing (cost plus 10%)	approx. @	3.40 per ft.
8" hole to accomodate 6" casing	@	8.50 per ft.
6" casing	@	1.75 per ft.

(The above prices include an average of $75.00 per hole for drilling mud....moving and rigging up average of 4 hours per hole)

Unknown amounts for surface seal and/or grouting will be done at Cost plus 15%

Rig time (developing, perforating in place, pull casing set screens, liners, etc.)	@	20.00 per hr.
Standby time for machine	@	7.00 per hr.

(These prices do not include labor which will average $7.50 per man per hour for the men required for these two hour work items)

Pumping: Under 200 GPM 1st hour @ $250.00
15.00 per hr. thereafter

Over 200 GPM (has to be 8" casing) 1st hour @ 500.00
15.00 per hr. thereafter

(These prices includd power and 1 man)

Subscribed and sworn to before
me this [illegible] day of March, 1971

[illegible] County Clark State Washington
Notary Public

Hansen Drilling
Kathryn M. [illegible]

My Commission Expires 1/9/74

Hansen Drilling
6711 N. E. 58th Avenue
VANCOUVER, WASHINGTON
Telephone OXford 4-6242

Date March 1, 1971

NAME Oregon State Highway Dept.
Dan Gano, Division Geologist
ADDRESS P.O. Box 02157
Portland, Oregon 97202

Bid Offer:
Test Drilling @ Cascade Locks
Slide Area

Equipment Rental:

		Per hour
Machine..Rotary	@ $ 20.00	($34.00)
2 men	14.00	
3rd man if needed	9.00	
Machine Standby	7.00	

Pumping will require rig time and labor for installations
While pumping under 200 GPM....@ $5.00 per hour
While pumping over 200 GPM.....@ $10.00 per hour

Generator....@ $25.00 per day
Diesel engine...@ $50.00 per day

Material:
mud.......cost plus 15%
casing....cost plus 10%
9" bits...@ $70.00 each
gravel and grout at cost plus 10%

Hansen Drilling Co Inc
[illegible]

Subscribed and sworn to before
me this [illegible] day of March, 1971
.......[illegible]....... County Clark, State Washington
Notary Public

My Commission Expires...1/9/74.....

119

R H

DECEIVED
APR 28 1971

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1971

SUBJECT:

To:

Fountain Slide Drainwell
Investigation
FAI-5

MEMORANDUM TO THE FILE

On April 26, Ed Johsen, Fred Yarbrough, and I discussed the status of the subject project with Fred Klaboe. It was Mr. Klaboe's desire to have the study completed as soon as possible. Along this line, Mr. Klaboe wants a copy of the regular progress reports furnished to him. I suggest that Region Geologist Dan Gano include Mr. Klaboe in the distribution of his weekly progress reports.

W. H. Tebeau
W. H. Tebeau
Asst. Program and Planning Engineer

WHT:ia

cc: F. B. Klaboe
J. F. Putnam
L. W. Rulien
E. L. Johnsen
F. W. Yarbrough
Dan Gano

FORM E-30

2

Routing

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
APR 15 1971
CONSTRUCTION DIVISION

Portland, Oregon 97202
April 12, 1971

To: L.W. Rulien
Regional Engineer

SUBJECT: Test Drain Wells
Fountain Slide
Columbia River Highway
Hood River County

Work has been in progress with State Forces for approximately six weeks preparing for the installation of four 8 inch vertical test drains. A total of 750 feet of drilling has been completed for observation wells and slope meter tube installations. The cost of drilling with State Forces has been approximately $9.00 per foot. It is felt that cost of work with state forces will be reduced to approximately 5.00 per foot with improved drilling techniques.

A second drill was put to work April 9, 1971. Observation wells and one slope meter installation are yet to be completed for the vertical test drains. Five slope meter and five observation well borings will be made for possible additional vertical test drains. The included map shows completed observation wells and slope meter installations, observation wells and slope meter installations to be completed for the four vertical test drains and proposed additional observation wells and slope meter installations. Current expenditures and the estimated cost of work to be done are as follows:

CURRENT EXPENDITURES

Description	Footage	Cost Per Foot	Total Cost
Observation Wells	570	9.00	5,130.00
S.M. Tubes	180	9.00	1,620.00

VERTICAL TEST DRAINS: ESTIMATED COST OF WORK TO BE DONE

Description	Footage	Cost Per Foot	Total Cost
Observation Wells	1700	5.00	8,500.00
S.M. Tubes	100	9.00	900.00
Vertical Test Drains	520	10.00	5,200.00

ESTIMATED COST OF ADDITIONAL OBSERVATION WELLS SLOPE METER TUBES

Description	Footage	Cost Per Foot	Total Cost
Observation Wells	700	5.00	3,500
S.M. Tubes	410	9.00	3,690

4-15-71
Copies to
L [illegible]
Alan [illegible] Yarbrough
[illegible]
per Ed Johnson
20

Attached are copies of quotations from Jaunsen Drilling Co. drilling the 8 inch vertical test drains. One quotation is on a footage basis and the other on an equipment rental basis. Past experience with this company indicates that it would be cheaper to have the work done on an equipment rental basis.

Daniel B. Gano
Regional Geologist

DBG:sdf

CC: F.D. Morgan
J.F. Putnam
Ed Johnson

Note: Quotations on rental rates were requested from two other drilling companys, Skyles and Strasser Drilling Co. A quotation was received by telephone from Skyles Drilling Co. only. Skyles wanted $55.00 per hour rental with a minimum three man crew only. Also $20.00 per hour travel time and $25.00 per hour stand-by time. Strasser Drilling Co. said that they were too busy to do the work and also indicated that Jaunsen Drilling Co. was not properly outfitted to do the work.

1 #

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2 T

Hansen Drilling
6711 N. E. 58th Avenue
VANCOUVER, WASHINGTON
Telephone OXford 4-6242

Date March 1, 1971

NAME Oregon State Highway Dept.
Dan Gano, Division Geologist
ADDRESS P.O. Box 02157
Portland, Oregon 97202

Bid Offer:
Test Drilling @ Cascade Locks
Slide Area

Equipment Rental:

		Per hour
Machine..Rotary	@ $ 20.00	($34.00)
2 men	14.00	
3rd man if needed	9.00	
Machine Standby	7.00	

Pumping will require rig time and labor for installations
While pumping under 200 GPM....@ $5.00 per hour
While pumping over 200 GPM.....@ $10.00 per hour

Generator....@ $25.00 per day
Diesel engine...@ $50.00 per day

Material:
mud.......cost plus 15%
casing....cost plus 10%
9" bits...@ $70.00 each
gravel and grout at cost plus 10%

Hansen Drilling Co. Inc.
[illegible]

Subscribed and sworn to before
me this 1st day of March...,1971
County State
..........................Clark, Washington
Notary Public

My Commission Expires..1/9/74.......

Hansen Drilling
6711 N. E. 58th Avenue
VANCOUVER, WASHINGTON
Telephone OXford 4-6242

NAME Oregon State Highway Dept.
Dan Gano, Division Geologist
ADDRESS P.O. Box 02157
Portland, Oregon 97202

Date March 1, 1971

Bid Offer:
Test Drilling @ Cascade Locks
Slide Area

10" hole to accomodate 8" casing	@	11.75 per ft.
8" casing (cost plus 10%)	approx. @	3.40 per ft.
8" hole to accomodate 6" casing	@	8.50 per ft.
6" casing	@	1.75 per ft.

(The above prices include an average of $75.00 per hole for drilling mud....moving and rigging up average of 4 hours per hole)

Unknown amounts for surface seal and/or grouting will be done at Cost plus 15%

Rig time (developing, perforating in place, pull casing set screens, liners, etc.)	@	20.00 per hr.
Standby time for machine	@	7.00 per hr.

(These prices do not include labor which will average $7.50 per man per hour for the men required for these two hour work items)

Pumping: Under 200 GPM	1st hour	@	$250.00 15.00 per hr. thereafter
Over 200 GPM (has to be 8" casing)	1st hour	@	500.00 15.00 per hr. thereafter

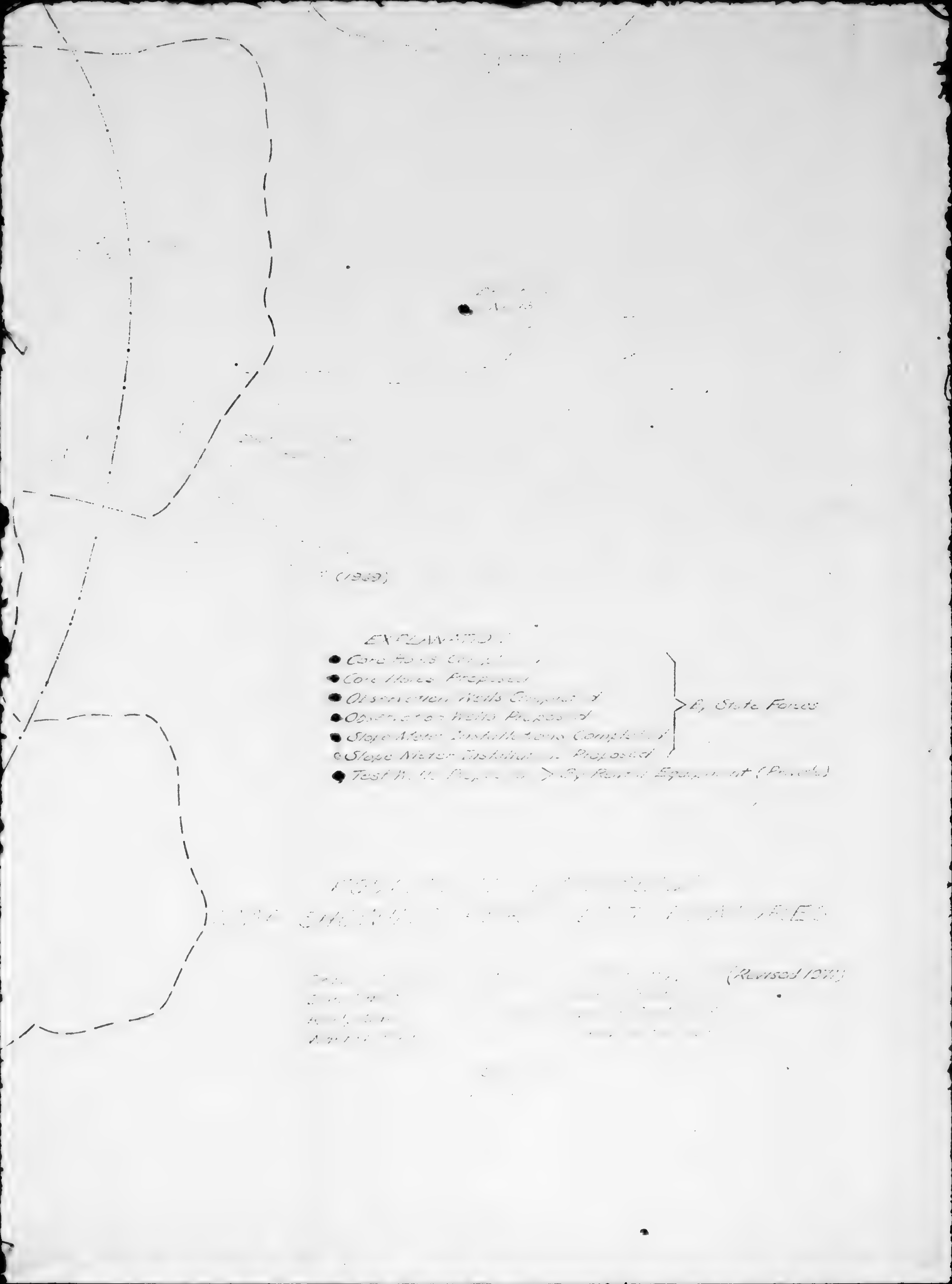
(These prices include power and 1 man)

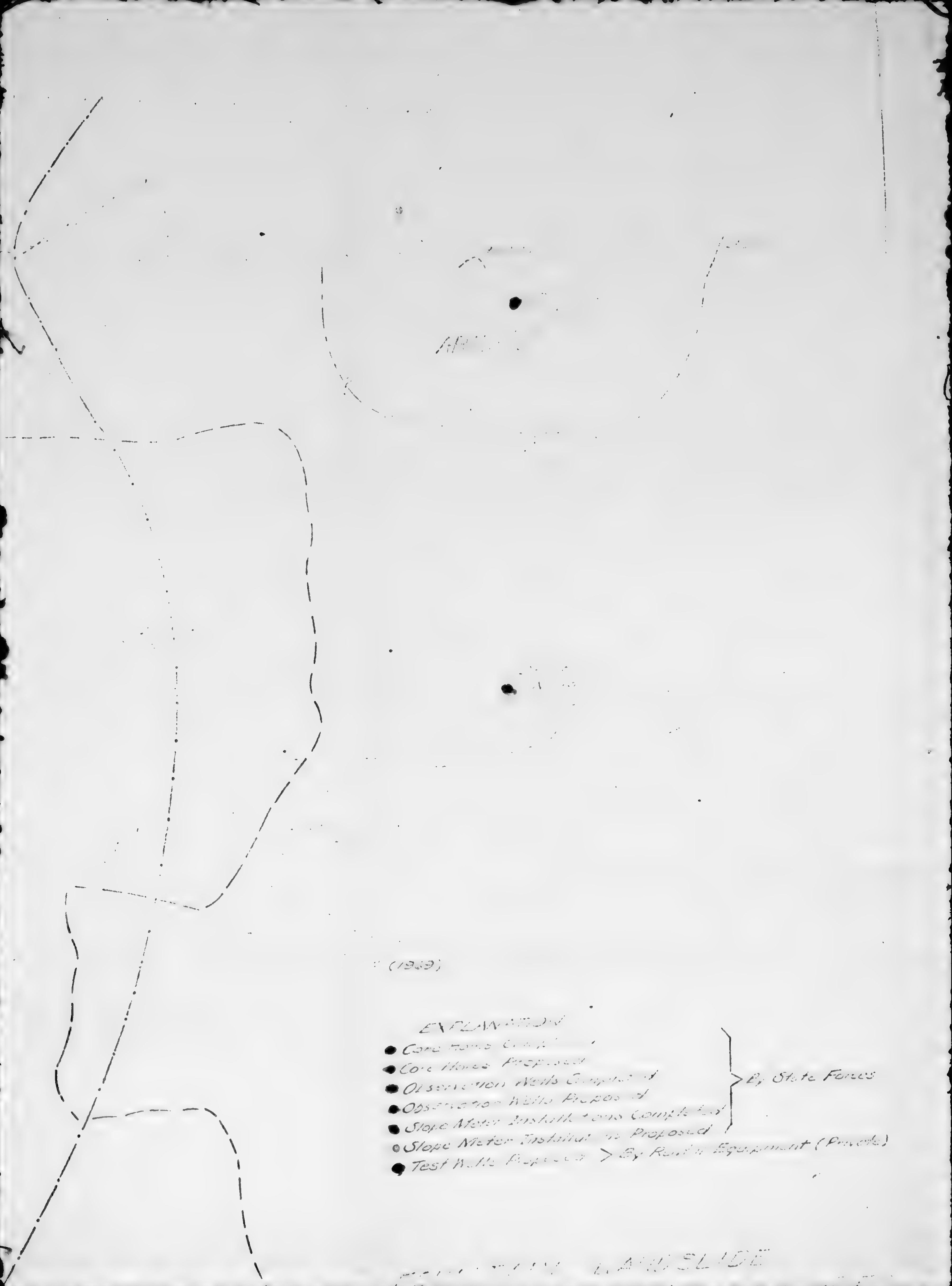
Subscribed and sworn to before
me this [illegible]..day of [illegible]..,1971

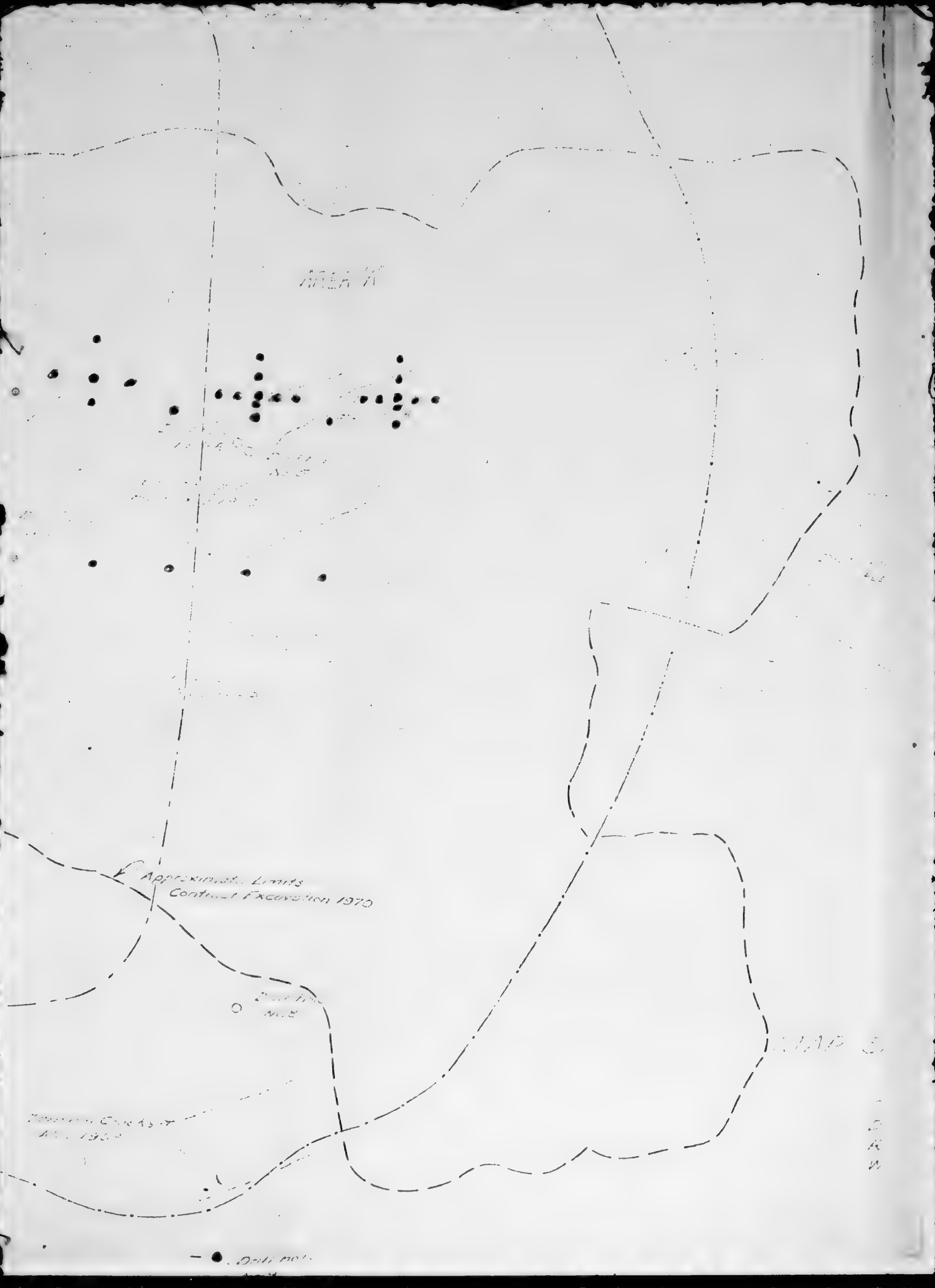
Hansen Drilling Co. Inc.

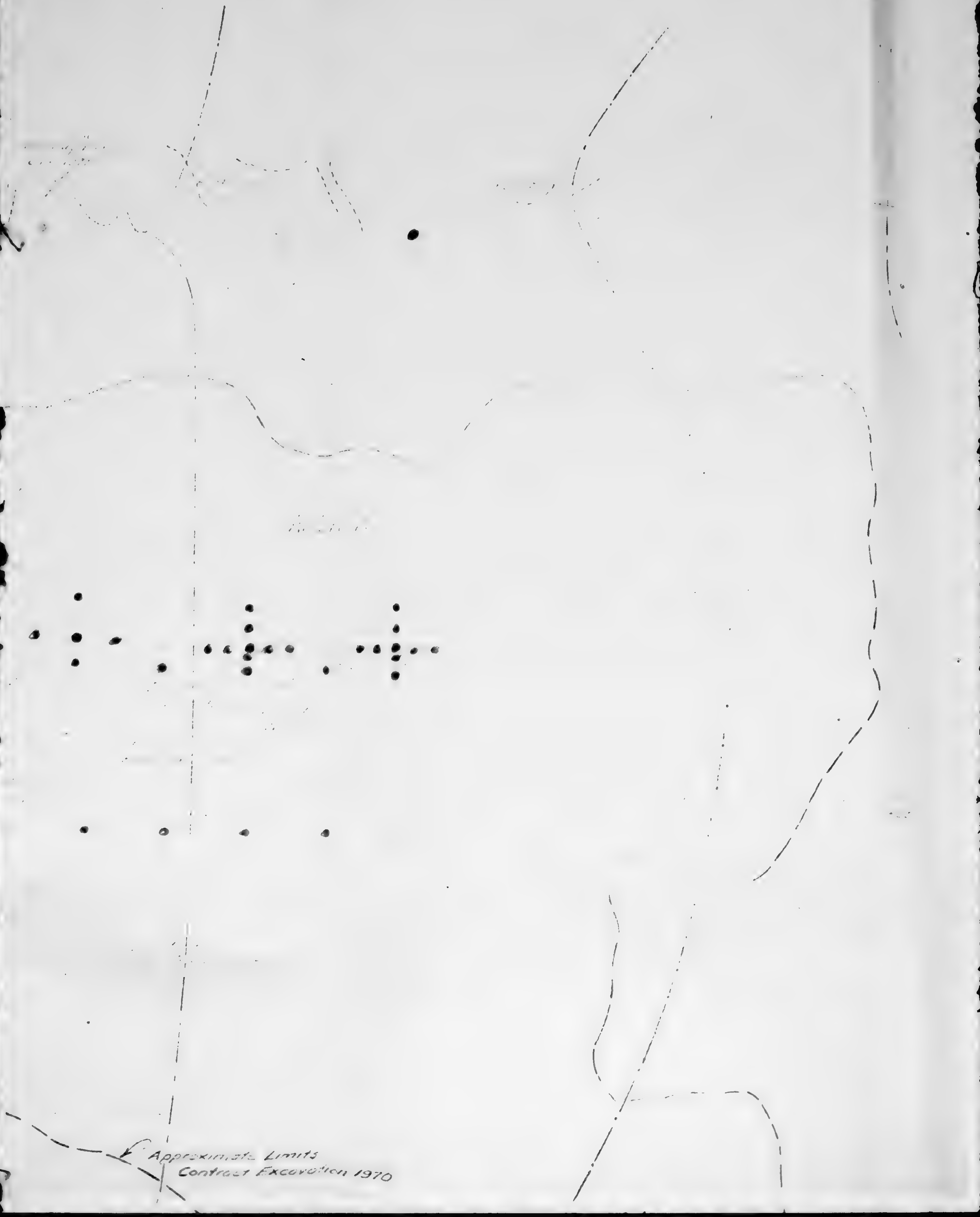
..........[illegible]........ County Clark State Washington
Notary Public

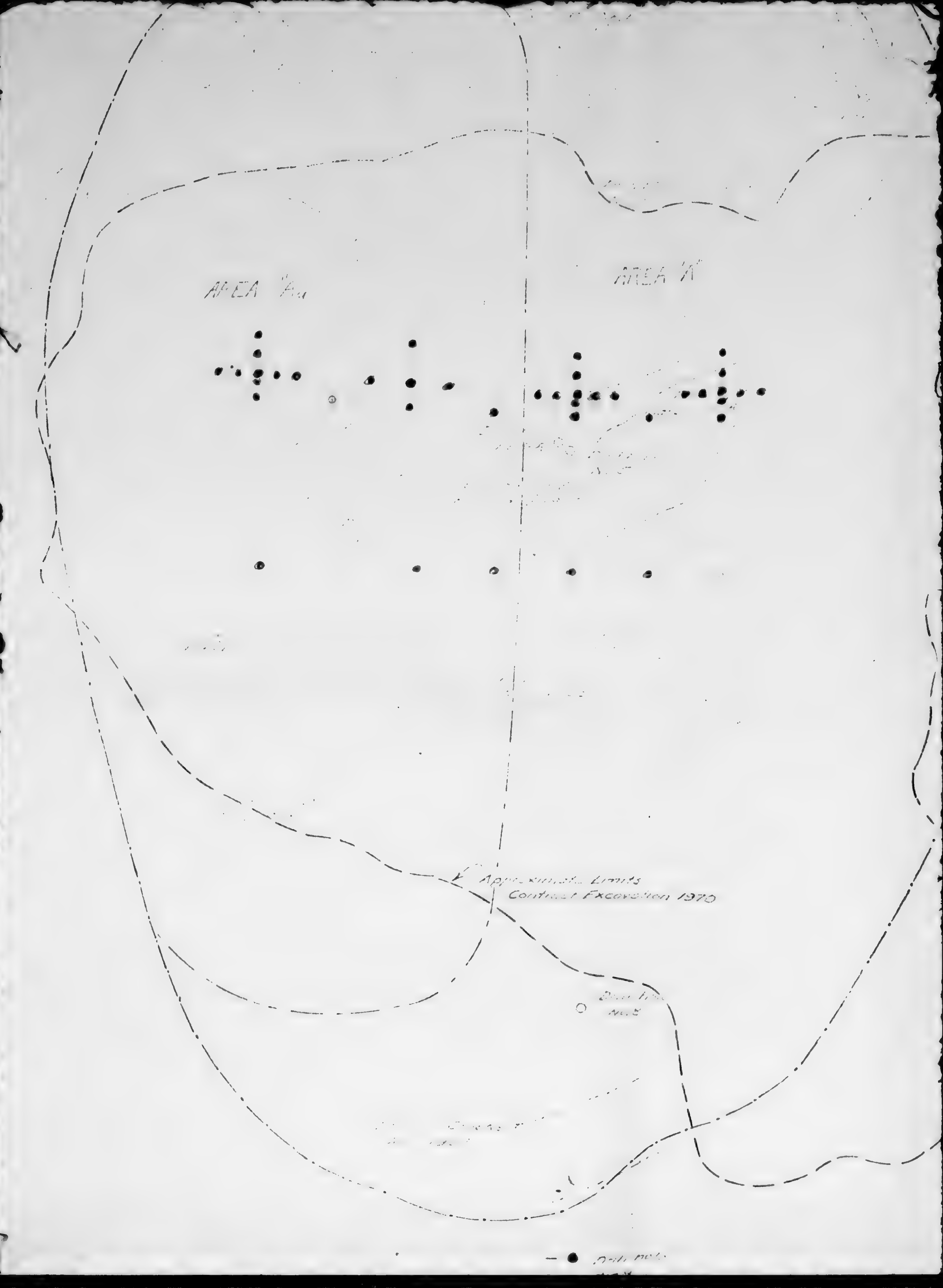
My Commission Expires..[illegible].....

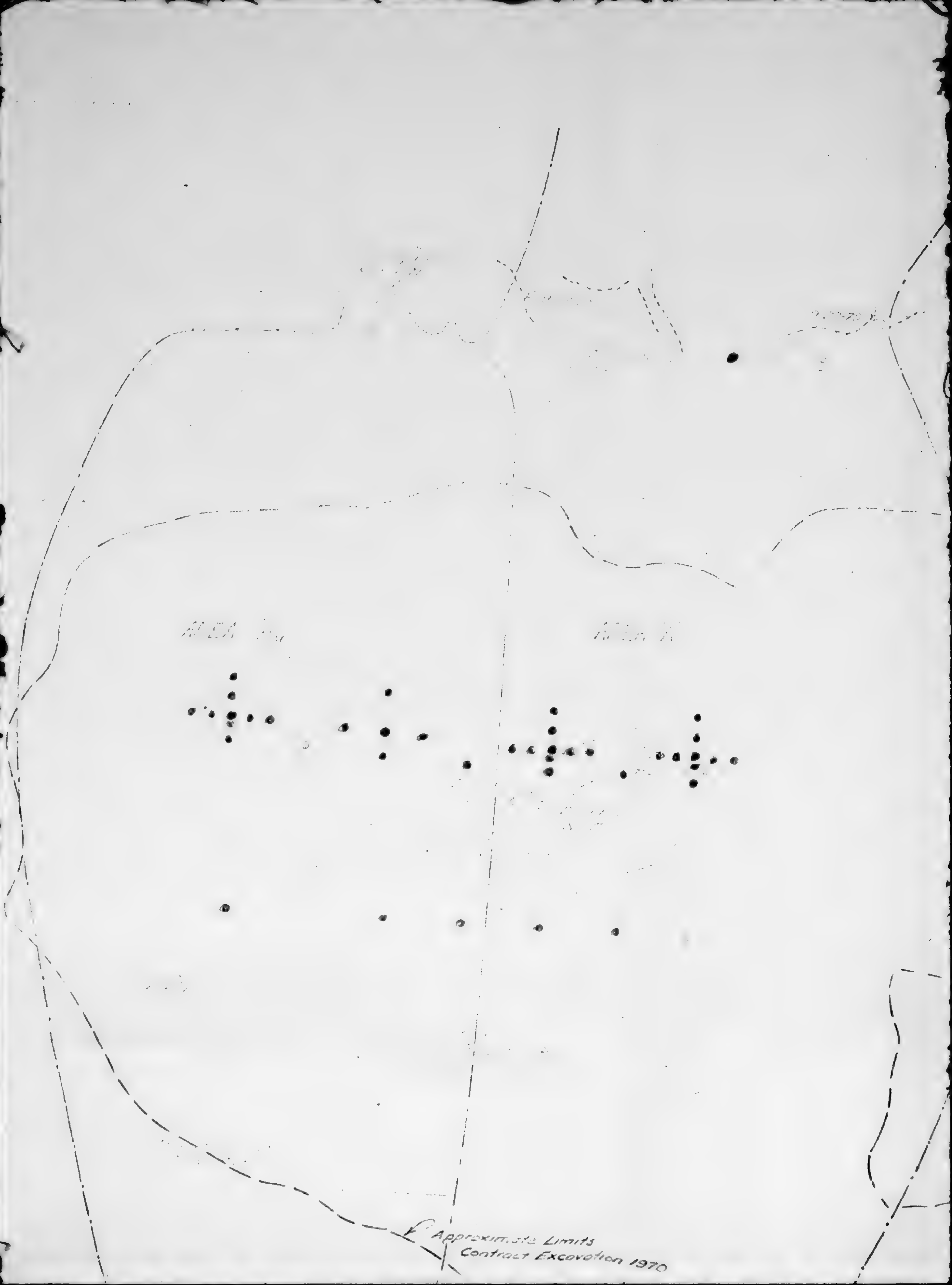

(1969)
EXPLANATION
● Core Holes Completed
● Core Holes Proposed
● Observation Wells Completed
● Observation Wells Proposed
● Slope Meter Installations Completed
○ Slope Meter Installation Proposed
By State Forces
● Test Wells Proposed
By Rental Equipment (Private)
(Revised 1971)

(1969)
EXPLANATION
● Core Holes Completed
● Core Holes Proposed
● Observation Wells Completed
● Observation Wells Proposed
● Slope Meter Installations Completed
● Slope Meter Installations Proposed
By State Forces
● Test Wells Proposed
By Road Equipment (Private)
LANDSLIDE


AREA 'K'
Approximate Limits
Contract Excavation 1970
No. 5
MAP 3
● . Drill hole


Approximate Limits
Contract Excavation 1970


AREA "A"
AREA "A"
Approximate Limits
Contract Excavation 1970
Drill Hole
No. 5
● Drill Hole


Approximate Limits
Contract Excavation 1970

8164 3 11 71 R

RECEIVED
MAR 15 1971

FOR FILING

(Rev. 6-68)

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-2(8)38

STATE PROJECT NO. BONNEVILLE-HOOD RIVER SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-36-B

COUNTY NAME HOOD RIVER

PROGRAM STAGE *(Check)* ☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 3-15-71

DATE PS&E APPROVED	**DATE AUTHORIZATION EFFECTIVE** MARCH 11, 1971	**FEDERAL ROUTE NUMBER** INTERSTATE ROUTE 80N **STATE ROUTE NUMBER** STATE ROUTE 2

LIMITS OF AUTHORITY

AUTHORIZATION TO PROCEED WITH THE ADDITIONAL PRELIMINARY ENGINEERING NECESSARY TO DETERMINE AND DESIGN THE CORRECTIVE MEASURES NECESSARY TO STABILIZE THE FOUNTAIN SLIDE IS HEREBY GIVEN AS REQUESTED IN MR. YOUNG'S MARCH 4, 1971 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LIMITATIONS AS TO THE ELIGIBILITY OF CERTAIN ITEMS UNDER PRELIMINARY ENGINEERING ARE CONTAINED IN OUR MEMORANDUM OF MARCH 11, 1971.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE 3-11-71	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 22 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

f

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 11, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy Young 3-15-71

SUBJECT: Oregon Project I-80N-2(8)38
Bonneville-Hood River Section
Preliminary Engineering on Fountain Slide

Reference is made to Mr. Young's March 4 letter in which he requestes approval and authorization to proceed with additional preliminary engineering work under the subject project to determine the additional corrective measures needed to stabilize the fountain slide area.

This matter has been carefully reviewed and it has been determined that the work described under Item "A" of Mr. E. L. Johnson's February 26 letter to Mr. Young is eligible for Federal participation as preliminary engineering. It was also determined that the work under Item "B" would also be eligible but should be limited to that for a total of four large diameter wells until such time as the boring and other exploratory work demonstrates the need for more of these wells. The remaining items in Mr. Johnson's letter are not eligible under preliminary engineering and should be accomplished with construction funds.

3-17-71

REFERRED TO

cc [illegible]
3-18-71

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]
FOR [illegible]

Stab

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Project No. I-80N-2(8)38
Bonneville-Hood River Section
Preliminary Engineering

Dear Sir:

We hereby request your approval of and authorization to proceed with the additional preliminary engineering work under the subject project, to determine the additional measures necessary for further corrective work on the Fountain Slide area. The estimated cost for this additional preliminary engineering work is $152,000 and includes work described under items A, B & C, as set forth in the enclosed copy of Mr. E. L. Johnsen's memo of February 26, 1971.

The State does not have the necessary equipment to drill the 15 large diameter dry test wells which are estimated to cost $1,600 each for a total cost of $24,000. Therefore, we request your approval to negotiate a contract for the drilling of these 15 dry test wells, which we feel is in the public interest based on the following:

a. The work requires specialized equipment and the State does not have the trained personnel needed to operate such equipment. Therefore, if the equipment were rented, it would have to be on a fully operated basis. Since equipment rental is based on the time used and not on the amount of work accomplished, we feel the work can be accomplished with better control and at a more reasonable cost by letting the work to contract. This method establishes a unit cost for the work actually accomplished.

b. It is imperative that the work be accomplished as soon as possible in order that the information so provided can be utilized in determining what corrective work is necessary for contracting during the coming construction season. The time delay involved in advertising for formal bids to be received for the drilling of these 15 large diameter dry test wells is critical since corrective work must be accomplished as soon as possible. Then, too, the specialized equipment required, the nature of the work, and estimated cost does not lend itself very well for formal contracting.

We trust the above information will permit you to concur in a negotiated contract for drilling of the large dry test wells as being in the public interest.

We are also forwarding four copies of a revised estimate and modification of project agreement to include the estimated increase in cost of the project for this additional work. Two copies of the modification of project agreement have been signed by a highway official.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

CL:dg

cc: Tom Edwards
A. E. Johnson
F. D. Morgan
R. N. Chase

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

#2167

2

Oregon State Highway Dept.
Dan Gano, Division Geologist
P.O. Box 02157

Portland, Oregon 97202

March 1, 1971

Fountain Slide

~~Bid-Offer:~~
~~Test Drilling~~ @ Cascade Locks
Slide Area

10" hole to accomodate 8" casing @ $ 11.75 per ft.
8" casing (cost plus 10%) approx. @ 5.40 per ft.
8" hole to accomodate 6" casing @ 6.50 per ft.
6" casing @ 1.75 per ft.
(The above prices include an average of $75.00 per hole for drilling mud....moving and rigging up average of 4 hours per hole)

Unknown amounts for surface seal and/or grouting will be done at cost plus 10%

Rig time (developing, perforating in place, pull casing set screens, liners, etc.) @ 20.00 per hr.
Standby time for machine @ 7.00 per hr.
(These prices do not include labor which will average $7.50 per man per hour for the men required for these two hour work items)

Pumping: Under 200 GPM 1st hour @ $250.00
15.00 per hr.
thereafter

Over 200 GPM (has to be 8" casing) 1st hour @ 500.00
15.00 per hr.
thereafter

(These prices include power and 1 man)

Subscribed and sworn to before
me this [illegible] day of [illegible], 1971
[illegible] County State
Notary Public Clark Washington
My Commission Expires [illegible]

3-5-71
Fran. copy to
1 [illegible]
2 " Yarbrough
3 Fran [illegible]

Hansen Drilling
6711 N. E. 58th Avenue
VANCOUVER, WASHINGTON
Telephone OXford 4-6242

Date March 1, 1971

NAME Oregon State Highway Dept.
Dan Gano, Division Geologist
ADDRESS P.O. Box 02157
Portland, Oregon 97202

Bid Offer:
Test Drilling @ Cascade Locks
Slide Area

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8" casing (cost plus 10%)	approx.	@ 5.40 per ft.
8" hole to accomodate 6" casing		@ 8.50 per ft.
6" casing		@ 1.75 per ft.

(The above prices include an average of $75.00 per hole
for drilling mud....moving and rigging up average of
4 hours per hole)

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Cost plus 15%

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Standby time for machine	@ 7.00 per hr.

(These prices do not include labor which will average
$7.50 per man per hour for the men required for these
two hour work items)

Pumping:	Under 200 GPM	1st hour	@ $250.00 15.00 per hr. thereafter
	Over 200 GPM (has to be 8" casing)	1st hour	@ 500.00 15.00 per hr. thereafter

(These prices includd power and 1 man)

Subscribed and sworn to before
me this 4th day of March, 1971
.... County Clark   State Washington
Notary Public

My Commission Expires 11/9/74

Hansen Drilling
6711 N. E. 58th Avenue
VANCOUVER, WASHINGTON
Telephone OXford 4-6242

Date March 1, 1971

NAME Oregon State Highway Dept.
Dan Gano, Division Geologist
ADDRESS P.O. Box 02157
Portland, Oregon 97202

Bid Offer:
Test Drilling @ Cascade Locks
Slide Area

		Per hour
Equipment Rental:		
Machine..Rotary	@ $ 20.00	($34.00)
2 men	14.00	
3rd man if needed	9.00	
Machine Standby	7.00	

Pumping will require rig time and labor for installations
While pumping under 200 GPM....@ $5.00 per hour
While pumping over 200 GPM.....@ $10.00 per hour

Generator....@ $25.00 per day
Diesel engine...@ $50.00 per day

Material:
mud.......cost plus 15%
casing....cost plus 10%
9" bits...@ $70.00 each
gravel and grout at cost plus 10%

Subscribed and sworn to before
me this........day of..........,1971
County State
..........................Clark; Washington
Notary Public

My Commission Expires...1/9/7.........

March 1, 1971

Oregon State Highway Dept.
Dan Gano, Division Geologist
P.O. Box 02157

Portland, Oregon 97202

Bid Offer:
Test Drilling @ Cascade Locks
Slide Area

Equipment Rental:		Per hour
Machine..Rotary	@ $ 20.00	($34.00)
2 men	14.00	
3rd man if needed	9.00	
Machine Standby	7.00	

Pumping will require rig time and labor for installations
While pumping under 200 GPM....@ $5.00 per hour
While pumping over 200 GPM.....@ $10.00 per hour

Generator....@ $25.00 per day
Diesel engine...@ $50.00 per day

Material:
[illegible]........cost plus 15%
[illegible]......cost plus 10%
9" [illegible]...@ $70.00 each
gravel and grout at cost plus 10%

[illegible]
[illegible] 1971
[illegible]
[illegible]
[illegible]

8170 Veneta-Middle Fork Coyote Br.19
Sec. on Florence-Eugene Hwy.
(Grading & paving)

62

Salem, Oregon
November 21, 1978

J. H. Versteeg
Head of Engineering

J. S. Boyd
Right of Way Manager
Building

Attn: Adele Egan

File 48487-S.P. Trans. Co.
Veneta-Middle Fork Coyote
Creek Section
Florence-Eugene Highway
Lane County

We have checked the railroads descriptions for the permanent easements to be granted to the State and find the following:

1. The additional 18 foot strips at the crossings of Central and Huston Roads, as shown on Engr. Map 9B-12-15, are not covered. See Roger Trygstad's letter of March 8, 1978, regarding this.
2. The areas of the Parcels were not changed when the strips mentioned above were deleted. Parcel 1 should now be 0.73 Acre, more or less; and Parcel 2 should be 1.93 Acres, more or less.

By:

Floyd Scott
R/W Desc. Engr.

FOS:cj
Attachments

RECEIVED
NOV 21 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson
Trout
Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

November 15, 1978
Salem, OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Slope and Drainage Easement
Veneta-Middle Fork Coyote Creek Section
Florence-Eugene Highway
Lane County
R/W File 48487
ODOT Agreement RR-958

Attached is a copy of an easement from the Southern Pacific Transportation Company regarding the subject project.

The original of the easement is being sent to Adele Egan's office for recording of the Easement Deed. When this has been accomplished, she will send the original to your office.

I am also sending to Adele Egan the signed State Voucher for her further processing.

Versteeg ✓
Christenson Dor
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
NOV 15 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

RDT/seb
Attachment
cc: R. L. Schroeder w/copy
J. H. Versteeg w/copy
J. B. Boyd w/copy
A. Shirley w/copy
C. T. Keasey w/copy
D. W. Greene w/copy
L. Asburry w/copy
Adele Egan w/original & voucher
D. E. Swan w/copy
V. E. Skoog w/copy

REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECORDING REQUESTED BY

AND WHEN RECORDED MAIL TO

Name
Street Address
City State Zip

ODOT AGREEMENT NO. RR-958

SPACE ABOVE THIS LINE FOR RECORDER'S USE

KNOW ALL MEN BY THESE PRESENTS: That SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, Grantor, in consideration of the amount of $ 6,750.00, does hereby grant, bargain, sell and convey unto OREGON STATE DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Grantee, and its successors and assigns, an easement for slope and drainage purposes in, upon, along, across and beneath that certain real property situated in the County of Lane, State of Oregon, and more particularly described in Exhibit "A", attached and hereby made a part hereof.

This grant is subject to easements, covenants, conditions, reservations and restrictions of record.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed this 24TH day of AUGUST, 1978.

(Corporation)

TITLE INSURANCE AND TRUST
A TICOR COMPANY

STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO } SS.

On September 22, 1978 before me, the undersigned, a Notary Public in and for said State, personally appeared O. G. Linde known to me to be the Gen. Mgr., Lands XXXXXnt, and T. F. O'Donnell, known to me to be Assistant Secretary of the corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature Ginneil R. Kennedy

GINNEIL R. KENNEDY
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL PLACE OF BUSINESS IN
CITY AND COUNTY OF
SAN FRANCISCO
My Commission Expires June 2, 1981

(This area for official notarial seal)

RECORDING REQUESTED BY

[illegible]

AND WHEN RECORDED MAIL TO

Name

Street Address

City State Zip

ODOT AGREEMENT NO. RR-958

SPACE ABOVE THIS LINE FOR RECORDER'S USE

KNOW ALL MEN BY THESE PRESENTS: That SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, Grantor, in consideration of the amount of $ 6,750.00, does hereby grant, bargain, sell and convey unto OREGON STATE DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Grantee, and its successors and assigns, an easement for slope and drainage purposes in, upon, along, across and beneath that certain real property situated in the County of Lane, State of Oregon, and more particularly described in Exhibit "A", attached and hereby made a part hereof.

This grant is subject to easements, covenants, conditions, reservations and restrictions of record.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed this 24TH day of AUGUST, 1978.

SOUTHERN PACIFIC TRANSPORTATION
COMPANY,

By
(Title)
General Manager - Lands

Attest:
Assistant Secretary

EXHIBIT "A"

PARCEL 1 - A Permanent Easement for Slopes and Drainage.

A parcel of land lying in the NW-1/4 of Section 34 and in the NE-1/4 of Section 33, Township 17 South, Range 5 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning on the Northerly line of land of Southern Pacific Transportation Company at a point 50 feet Northerly at right angles from the center line of the main track of said Southern Pacific Transportation Company (Coos Bay Branch) at Engineer's Station "RR" 471+50; thence Southerly at right angles to said center line 20 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point opposite Engineer's Station "RR" 487+50; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel with and 50 feet Northerly of said center line to the point of beginning.

The parcel of land to which this description applies contains 0.75 acre, more or less, outside of the existing right of way.

PARCEL 2 - A Permanent Easement for Slopes and Drainage.

A parcel of land lying in Sections 31 and 32, Township 17 South, Range 5 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning on the Northerly line of land of Southern Pacific Transportation Company at a point 50 feet Northerly at right angles from the center line of the main track of said Southern Pacific Transportation Company (Coos Bay Branch) at Engineer's Station "RR" 543+40; thence Southerly at right angles to said center line 20 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point opposite Engineer's Station "RR" 551+50; thence Northerly at right angles to said center line 10 feet; thence Westerly parallel with and 40 feet Northerly of said center line to a point opposite Engineer's Station "RR" 561+70; thence Southerly at right angles to said center line 10 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point opposite Engineer's Station "RR" 591+00; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel with and 50 feet Northerly of said center line to the point of beginning.

The parcel of land to which this description applies contains 1.95 acres, more or less, outside of the existing right of way.

ROW 18-2

62

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 8, 1978

Mr. H. B. Berkshire
Southern Pacific Trans. Co.
One Market Plaza
San Francisco CA 94105

Veneta-Middle Fk. Coyote
Creek Section
Florence-Eugene Highway
Lane County
R/W File: 48487
SPTC File: 913421/323
0-0-75-32

Dear Mr. Berkshire:

This is in response to your March 3 letter regarding easements to be granted to the State on the subject project.

We did not intend that the areas you lined out would be temporary easements. Some of the intersectional radii are within these areas, and at Huston Road we have a 12-inch concrete pipe running along the edge of the deleted area. See attached plans. If these comments create no problems for you, the descriptions as altered are satisfactory. Otherwise, the two areas should be left in the permanent easement descriptions.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
attc.
cc: SPTC, Portland-w/att.
bc: J. B. Boyd-w/att.
Alfred Shirley-w/att.
D. W. Greene-w/att.
Floyd Scott-w/att.

RECEIVED
10
ENGINEERING
SECTION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Southern Pacific
Transportation Company
Southern Pacific Building • One Market Plaza • San Francisco, California 94105

H. B. BERKSHIRE
ASST. VICE PRESIDENT-MAINTENANCE OF WAY
AND ENGINEERING

T. H. KRUTTSCHNITT, JR.
ASSISTANT CHIEF
ENGINEER-ADMINISTRATION
J. F. LYNCH
ENGINEER, DESIGN
AND CONSTRUCTION

H. F. DULLY
ASSISTANT CHIEF ENGINEER
G. L. MURDOCK
ENGINEER, MAINTENANCE
OF WAY

March 3, 1978

IN REPLY PLEASE REFER TO
913421/323
0-0-75-32

Mr. Roger Trygstad
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

This is in reference to your file Easement, Veneta-Middle Fk. Coyote Cr. Sec., Florence-Eugene Highway, Lane County, R/W File 48487, and my letter of February 24 concerning slope and drainage easements to be granted to the State.

Attached herewith is one copy of description covering the easements. You will note on said description that we have lined out reference to the temporary construction easements. If this has your approval, we can commence preparation of the conveyance document.

Would appreciate your approval.

Yours truly,

H B Berkshire

Attach.

RECEIVED
MAR 8 1978
RR & UTILITY UNIT

[illegible]

EXHIBIT A

File 48487
Southern Pacific
Transportation Company
HRS 1-21-75 Encr. Map
9B-12-15

Survey Approval Project
Section: Veneta - Middle Fork Coyote Creek
Highway: Florence - Eugene Throughway

PARCEL 1 - A Permanent easement for Slopes & Drainage.

A parcel of land lying in the NW¼ of Section 34 and in the NE¼ of Section 33, Township 17 South, Range 5 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning on the Northerly line of land of Southern Pacific Transportation Company at a point 50 feet Northerly at right angles from the center line of the main track of said Southern Pacific Transportation Company (Coos Bay Branch) at Engineer's Station "RR" 471+50; thence Southerly at right angles to said center line 20 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point ~~opposite Engineer's Station "RR" 479+50; thence Southerly at right angles to said center line 18 feet; thence Westerly parallel with and 12 feet Northerly of said center line to a point opposite Engineer's Station "RR" 480+70; thence Northerly at right angles to said center line 18 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point~~ opposite Engineer's Station "RR" 487+50; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel with and 50 feet Northerly of said center line to the point of beginning.

The parcel of land to which this description applies contains 0.75 acre, more or less, outside of the existing right of way.

PARCEL 2 - A Permanent easement for Slopes and Drainage.

A parcel of land lying in Sections 31 and 32, Township 17 South, Range 5 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning on the Northerly line of land of Southern Pacific Transportation Company at a point 50 feet Northerly at right angles from the center line of the main track of said Southern Pacific Transportation Company (Coos Bay Branch) at Engineer's Station "RR" 543+40; thence Southerly at right angles to said center line 20 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point opposite Engineer's Station "RR" 551+50; thence Northerly at right angles to said center line 10 feet; thence Westerly parallel with and 40 feet Northerly of said center line to a point opposite Engineer's Station "RR" 561+70; thence Southerly at right angles to said center line 10 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point ~~opposite Engineer's Station "RR" 580+10; thence Southerly at right angles to said center line 18 feet; thence Westerly parallel with and 12 feet Northerly of said center line to a point opposite Engineer's Station "RR" 581+10; thence Northerly at right angles to said center line 18 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point~~ opposite Engineer's Station "RR" 591+00; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel with and 50 feet Northerly of said center line to the point of beginning.

The parcel of land to which this description applies contains 1.95 acres, more or less, outside of the existing right of way.

Transportation Company
HRS 1-21-75 Encr. Map
9B-12-15

Survey Approval Project
Section: Veneta - Middle Fork Coyote
Creek
Highway: Florence - Eugene
Throughway

PARCEL 1 - A Permanent easement for Slopes & Drainage.

A parcel of land lying in the NW¼ of Section 34 and in the NE¼ of Section 33, Township 17 South, Range 5 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning on the Northerly line of land of Southern Pacific Transportation Company at a point 50 feet Northerly at right angles from the center line of the main track of said Southern Pacific Transportation Company (Coos Bay Branch) at Engineer's Station "RR" 471+50; thence Southerly at right angles to said center line 20 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point ~~opposite Engineer's Station "RR" 479+50; thence Southerly at right angles to said center line 18 feet; thence Westerly parallel with and 12 feet Northerly of said center line to a point opposite Engineer's Station "RR" 480+70; thence Northerly at right angles to said center line 18 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point~~ opposite Engineer's Station "RR" 487+50; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel with and 50 feet Northerly of said center line to the point of beginning.

The parcel of land to which this description applies contains 0.75 acre, more or less, outside of the existing right of way.

PARCEL 2 - A Permanent easement for Slopes and Drainage.

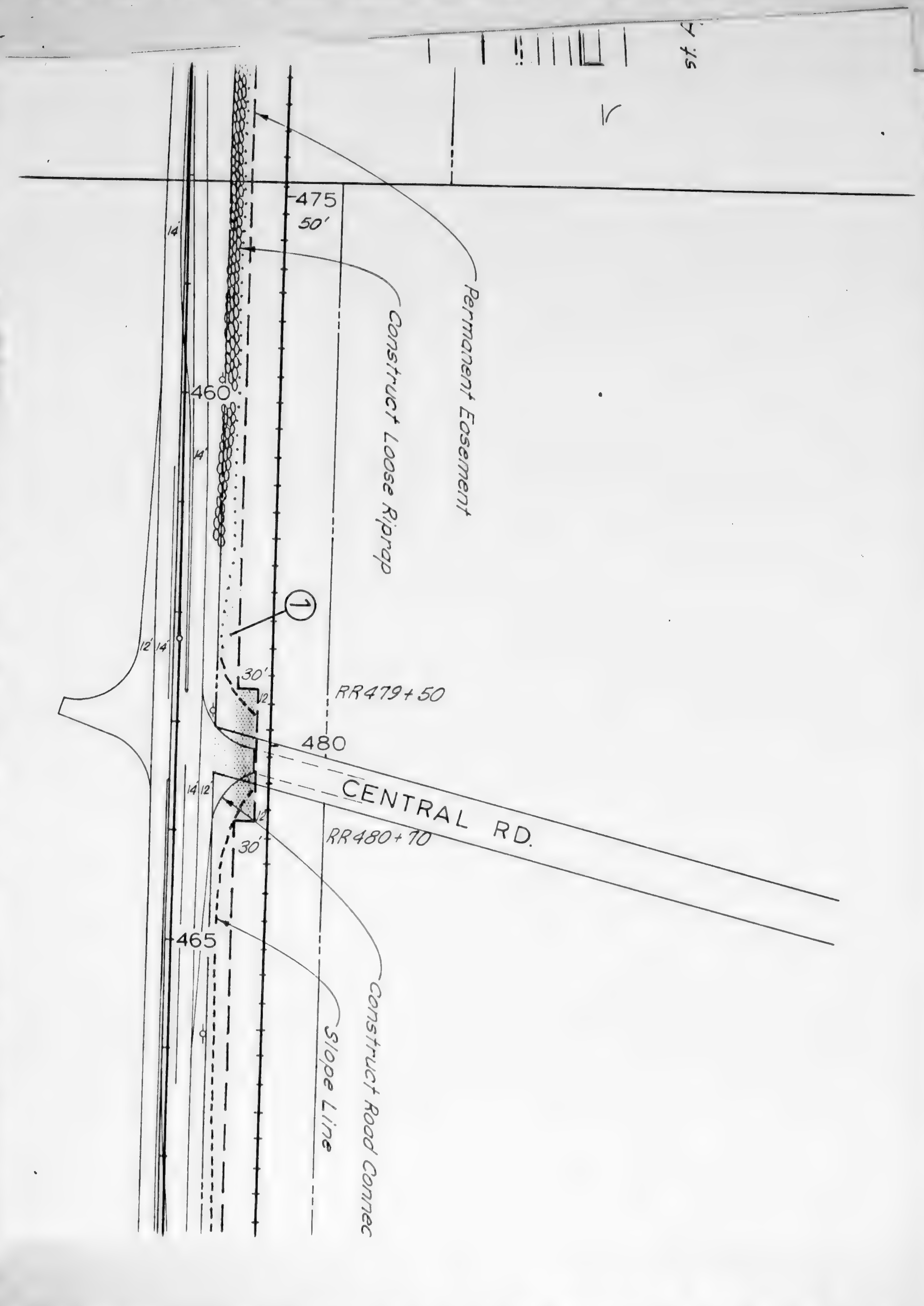
A parcel of land lying in Sections 31 and 32, Township 17 South, Range 5 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning on the Northerly line of land of Southern Pacific Transportation Company at a point 50 feet Northerly at right angles from the center line of the main track of said Southern Pacific Transportation Company (Coos Bay Branch) at Engineer's Station "RR" 543+40; thence Southerly at right angles to said center line 20 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point opposite Engineer's Station "RR" 551+50; thence Northerly at right angles to said center line 10 feet; thence Westerly parallel with and 40 feet Northerly of said center line to a point opposite Engineer's Station "RR" 561+70; thence Southerly at right angles to said center line 10 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point ~~opposite Engineer's Station "RR" 580+10; thence Southerly at right angles to said center line 18 feet; thence Westerly parallel with and 12 feet Northerly of said center line to a point opposite Engineer's Station "RR" 581+10; thence Northerly at right angles to said center line 18 feet; thence Westerly parallel with and 30 feet Northerly of said center line to a point~~ opposite Engineer's Station "RR" 591+00; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel with and 50 feet Northerly of said center line to the point of beginning.

The parcel of land to which this description applies contains 1.95 acres, more or less, outside of the existing right of way.

ka/

NOTE: Parcels 1 & 2 - Access not controlled.


st. A
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460
14'
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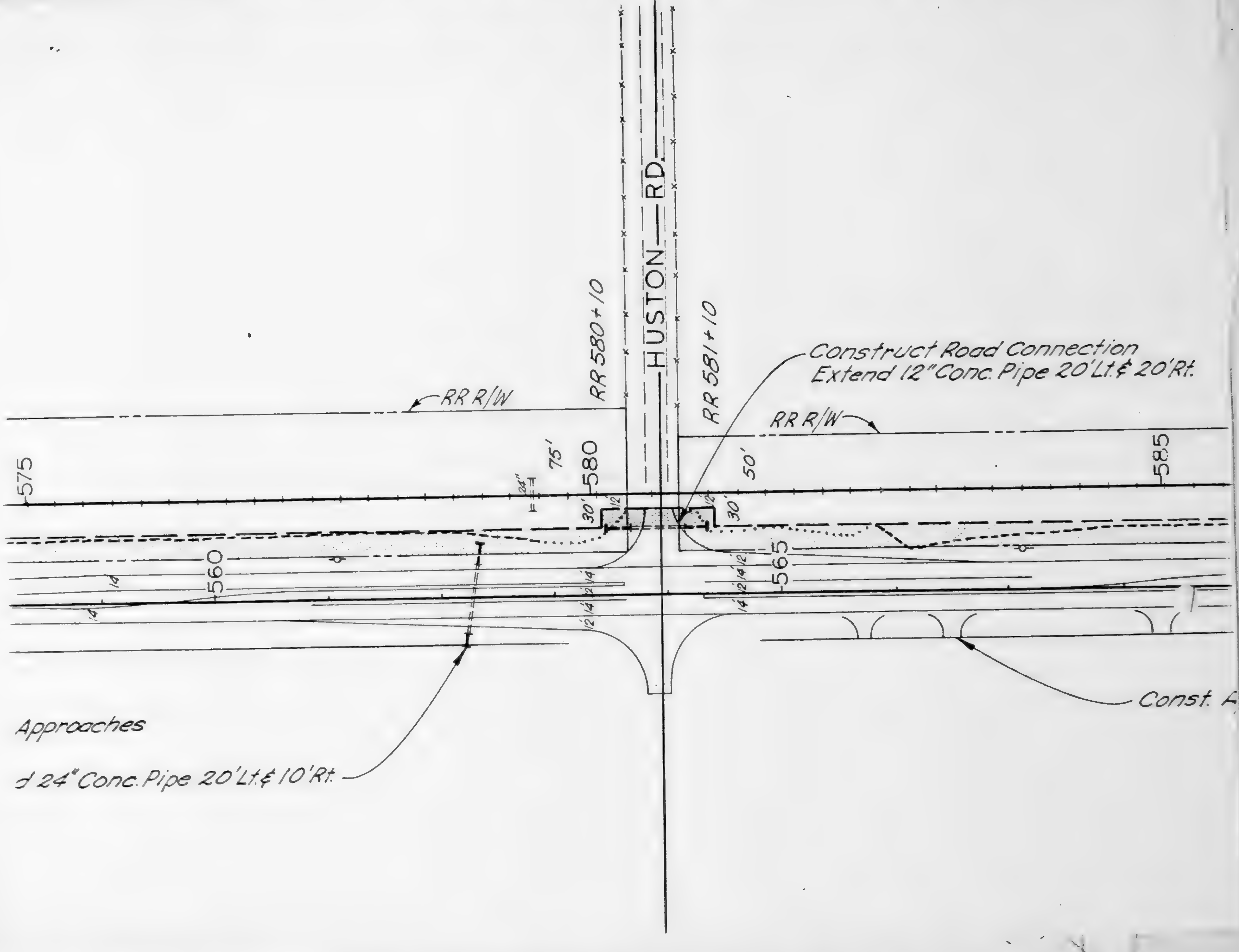
30'
12
RR479+50
480
14 12
CENTRAL RD.
12
30'
RR480+70
465
Slope Line
Construct Road Connec


HUSTON — RD.
RR 580+10
RR 581+10
Construct Road Connection
Extend 12" Conc. Pipe 20'Lt.& 20'Rt.
RR R/W
RR R/W
24"
Const. A
Approaches
d 24" Conc. Pipe 20'Lt.& 10'Rt.

8170

DATE: March 17, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Veneta-Middle Fork Coyote Creek
Contract No. 8170

An accumulated seven percent overrun on this project will occur. This is a 1.34-mile (in two sections) widening and A.C. overlay State project on the Florence-Eugene Highway. Reason for the overrun is a delay-related claim settlement. This was expected to be a one-season project when it was contracted in May 1975. Unforeseen delay in getting a telephone line relocated onto railroad right-of-way delayed the paving and part of the grading until the 1976 season. The claim adjustment is for the differential in cost of the 1976 work versus the 1975 performance. This is mainly for wage rate and equipment cost increases and an extension of the contractor's railroad insurance premium. It amounts to a 6.9 percent increase in the total contract, and we believe it is a reasonable price for the overall impact of the delay.

The work was completed October 15, 1976, and the above claim has just been recently received and reviewed. This is a State project. Your approval of a $14,644.24 increase to a new total authorization of $224,122.34 is requested.

This will be on the Consent Calendar for your approval at the April 19 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley, Jr.
George Bell
Max Klotz

8170

April 14, 1977

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $12,183.34 will be made to Eugene Sand & Gravel, Inc. on Contract No. 8170 for work on the Veneta-Middle Fork Coyote Cr. Section of the Florence-Eugene Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $185,488.05 including the post-final payment. Of the total $421.51 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Eugene Sand & Gravel, Inc.
3000 North Delta Highway
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8170

1

March 25, 1977

The Travelers Indemnity Company
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 8170 awarded to Eugene Sand & Gravel, Inc., for work on the Veneta-Middle Fork Coyote Creek Section of the Florence-Eugene Highway in Lane County was completed on October 15, 1976, and accepted by the State Highway Engineer on March 25, 1977.

Final payment in the amount of $142.62 will be released to the contractor after March 30, 1977. The total contract amount is $173,726.22 including $421.51 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Eugene Sand & Gravel, Inc.
3000 North Delta Highway
Eugene, OR 97401

Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
A. Shirley

DATE: March 17, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Veneta-Middle Fork Coyote Creek
Contract No. 8170

An accumulated seven percent overrun on this project will occur. This is a 1.34-mile (in two sections) widening and A.C. overlay State project on the Florence-Eugene Highway. Reason for the overrun is a delay-related claim settlement. This was expected to be a one-season project when it was contracted in May 1975. Unforeseen delay in getting a telephone line relocated onto railroad right-of-way delayed the paving and part of the grading until the 1976 season. The claim adjustment is for the differential in cost of the 1976 work versus the 1975 performance. This is mainly for wage rate and equipment cost increases and an extension of the contractor's railroad insurance premium. It amounts to a 6.9 percent increase in the total contract, and we believe it is a reasonable price for the overall impact of the delay.

The work was completed October 15, 1976, and the above claim has just been recently received and reviewed. This is a State project. Your approval of a $14,644.24 increase to a new total authorization of $224,122.34 is requested.

This will be on the Consent Calendar for your approval at the April 19 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
Alfred Shirley, Jr.
George Bell
Max Klotz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8120

Salem, Oregon
March 14, 1977

NOTED
E. S. HUNTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Veneta-Middle Fork Coyote Cr.
Contract No. 8170
Request for Increase in Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith form E-372 showing an accumulated 7 percent overrun on this 1.34 mile (in 2 sections) widening and A.C. overlay State project. Except for a delay-related claim settlement, the other overrun items could have been absorbed within the 5 percent allowable. A separate February 15 letter describing the claim adjustment is also attached.

This was expected to be a one-season project when it was contracted in May 1975. Unforeseen delay in getting a telephone line relocated onto railroad right-of-way delayed the paving and part of the grading until the 1976 season. The claim adjustment is simply for the differential in cost of the 1976 work versus a 1975 performance. Exclusive of the added railroad insurance cost, it amounts to a 6.17 percent increase in the total contract, and we believe it is a reasonable price for the over-all impact of the delay.

The work was completed October 15, 1976 and the above claim has just been recently received and reviewed. This is a State project. A rough draft letter to Transportation Commission requesting a $14,644.24 increase to a new total authorization of $224,122.34 is attached.

All added pricing changes, including the lump sum claim adjustment amount to about 7 percent of the contract, so this does not involve Public Contract Review Board.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAR 15 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 14 1977

FILE: CON 5 #8170

FROM: John A. Bond
Construction Administration Engineer

TO: James J. Gix
Regional Construction Engineer

SUBJECT: Overrun of Project Authorization
Veneta-Middle Fork Coyote Cr.
Contract No. 8170

We have reviewed the proposed delay claim settlement in amount of $12,183.34 and concur that it is in State's best interest to settle everything for this amount.

The equipment increase component could be faulted as being too high. The timing of changes in State force account rates does not necessarily correctly reflect changes in equipment costs and the rates are not ownership cost. In this case, the equipment seems to be company-owned and presumably about the same identical pieces of equipment in each year.

True ownership costs did not increase as much as the method used in the claim. On the other hand, any of it that was new in 1976 would have had a higher rental base. We might lose more than we could gain by going into this further in that the proposed adjustment,

1) does not include any other impact value, (the late 1975 work done may have been at lower production rates than earlier in the season) Reports indicate 19 percent of the contract done in 1975,

2) includes no overhead or home office type of mark-up on the increase.

3) Nothing for a remobilization after the several months interruption.

4) Nothing for interest value (the settlement P.A. should say it is complete and final and covers all State obligations including interest value, if any).

The composite construction cost index increased 21 percent from mid-1975 to mid-1976 and that reinforces the opinion that the proposed settlement is reasonable. (To 6.9% including the R.R. insurance)

Please proceed. We are also forwarding for final approval the request for overrun funding.

JAB:fr

P.S. The proposed adjustment also includes nothing for increase in the off-site work of aggregate production and A.C. mixing.

(Cont'd)

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
Feb. 15, 1977

FILE:

DWGreene

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

Attention: Jim Gix

SUBJECT: Claim for delay in Completion of Project due to Utility Conflict.
Veneta-Middle Fork Coyote Cr.
Florence - Eugene Hwy.
Contract No. 8170

Enclosed is a claim for additional monies from the contractor on the Veneta-Middle Fork Coyote Creek Section of the Florence-Eugene Highway for delay of contract for which they had no control.

History:

During the preconstruction conference it was brought out that Pacific Northwest Bell Telephone Co. would be unable to move the pole line on southerly side of project, due to encroachment on Southern Pacific Transportation Co. right of way.

The Telephone Co. had forwarded an application for a permit to place the pole line upon railroad property and was informed by the railroad that they couldn't expect approval of this permit before the first part of August 1975.

The Telephone Co. stated that after receiving the permit it would take them four to six weeks to move their line.

After recieving this information a stop work order was issued to the Contractor to be rescinded when the utilities were moved.

The permit to place the telephone line on the railroad property was received by the telephone company the week of August 15, 1975 and they began work on August 19, 1975 and completed moving the poles Oct. 20, 1975. The Contractor began work Sept. 25, 1975 working only in those areas where the telephone line had been moved, which slowed down his production, also intermittant showers began Oct. 3 which further curtailed his operations, he continued to work when possible until Oct. 21 and finally on Nov. 5, 1975

(Cont'd)

we deceided he wouldn't be able to work any more this year and the project was closed down for the winter.

Summation:

The Contractor presented a schedule at the preconstruction conference indicating he would complete the project in 55 days.

It would seem reasonable to assume that had the contractor been able to begin work as planned the contract would have been completed within the frame work of his schedule.

The additional monies requested by contractor is for the additional costs for labor, payroll taxes between the years of 1976 and 1975, the cost of the railroad insurance for 1976, and the difference in our equipment rental rates from 1976 vs 1975, which may be a case of subtracting apples from oranges and coming up with pears due to our revision in method of computing rental rates but the overall increase in costs of an average of 17% for the equipment seems reasonable.

The supporting data as supplied by prime contractor Eugene Sand & Gravel Inc. and Durbin Construction Co., sub-contractor has been checked & appears to be substantially correct.

This office is of the opinion that the claims are justified, due to delay of contract by others,and considered for payment.

62

RESIDENT ENGINEER'S NARRATIVE REPORT

Veneta-Middle Fork Coyote Cr.
Florence-Eugene Hwy.
Lane County
Contract #8170
December 1976

INTRODUCTION:

Proposal for the work on the above subject project were received on April 24, 1975 with the awarding of the contract to the sucessful bidder "Eugene Sand And Gravel, Inc." of Eugene, Oregon. A completion time of 125 calendar workdays, with workday count beginning on May 27, 1975.

This is a "State Project" beginning on easterly end of project at station 454+80 (M.P. 49.93) with terminus at station 575+80 (M.P. 47.65) of Florence-Eugene Highway. The work consisted of 2.28 miles of grading and paving of left turn refuges at three locations, Central and Park Roads, Ellmaker and also Huston Road. Installation of guardrail at bridge end, with extention of culvert pipes throughout project. A gravel blanket was placed to stabilize fill slopes from station 455+25 to 462+20 Lt. and Rt.

ACTIVITIES

At the preconstruction conference it became apparent that the project could not commence on time, Pacific Northwest Bell Telephone Co. had applied to Southern Pacific Transportation Co. for a permit to place a pole line upon the railroads property. A Stop work order was

REFERRED TO
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issued effective May 27, 1975 to await approval of permit by Southern Pacific Transportation Co.

The permit was received in early August with the telephone company beginning the relocation of poles August 19, 1975, progress by utility was slow due to heavy work schedule of crews.

Contract work began on September 25, 1975 with telephone company poles in conflict with contractors operations. With most of the drainage and approximately 25% of grading work completed prior to stop work order of November 6, 1975 inclement weather. Due to a late spring contract operations did not resume until July 6, 1976 with production of 1"-0 aggregate in base material.

Below grade excavation was required at several locations during the grading work to stabilize the sub-grade, excavation quantities with below grade excavation did not overrun estimated amount.

Pipe quantities and trench excavation exceeded contract amounts, because two existing culvert pipes were above subgrade, requiring the lowering and replacement of same.

All other contract work was completed without any problems.

The following Price Agreements, Extra Work Orders and State Force Orders were written:

P.A. #1- "Documentary" Increase in Gravel Blanket.

P.A. #2- Continuous Rail Traffic Barrier at bridge end.

These items were not anticipated:

E.W.O. #1- Move mailboxes.

S.F.O. #4- Furnish and install luminaires at Huston Road.

S.F.O. #5- Pavement Patching.

Excess calendar work days were required to complete project (15 days), it is anticipated that contractor will file a claim for all liquidated damages plus compensation for additional labor and material cost for delay of operations waiting for telephone company to remove poles from work area.

Project was constructed in a workmanlike manner by the prime contractor with no undue delays other than the above mentioned conflict and substantially conforms to the plans and specifications.

OREGON STATE HIGHWAY DIVISION

Section: Veneta-Coyote Creek
Highway: Florence-Eugene
County: Lane

Contract No.: 8170
F.A. No.: State
Prefix: 20-0502

	ORIGINAL AUTHORIZATION	SEMI-FINAL ESTIMATE	% OVERRUN OR UNDERRUN
Contract Bid Items	176.262.20	174,846.32	-0.80
Anticipated Items	8,300.00	2,308.80	-72.18
Contingencies	8,305.30	4,926.01	-40.69
Engineering	16,610.60	25,414.92	+53.00
Liquidated Damages	-	-1,500.00	-
Totals	209,478.10	205,996.05	-1.66

EXPLANATION OF OVERRUNS AND UNDERRUNS

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	%UNDERRUN OR % OVERRUN
1)	Mobilization Lump Sum Item	Lump Sum	100%	100%	0.0
2)	Temporary Protection & Direction of Traffic Lump Sum Item	L. S.	100%	100%	0.0
3)	Temporary Signs All Required To Complete Project	Sq. Ft.	520	482	-7.3
4)	Flagmen	Hour	350	996.5	+184.7

This Item was underestimated due to the contractor using a small work force on the grading and base rock operations and the heavy traffic required two flagmen at all times

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% OVERRUN OR UNDERRUN
5)	Clearing & Grubbing Lump Sum Item	L. S.	100%	100%	0.0
6)	Removal of Structures And Obstructions Lump Sum Item	L. S.	100%	100%	0.0
7)	General Excavation All required to complete project	Cu. Yd.	8,700	7,679.4	-11.7
8)	Trench Excavation See Bid Item #14	Cu. Yd.	50	75.4	+50.8
9)	Finishing Roadbed And Slopes Lump Sum Item	L. S.	100%	100%	0.0
10)	Watering Water was not required on the excavation material and the base rock was being produced from a gravel pit and required very little additional water for compaction	M-Gal	350	65.4	-81.3
11)	1"-0 Aggregate Base All required	Ton	15,800	13,699.00	-13.3
12)	Class 'C' AC Mixture All Required	Ton	3,400	3,051.85	-10.2
13)	Asphalt Cement in Mix All required	Ton	220	214.48	-2.5
14)	12" Culvert Pipe Flow line of two existing culvert pipes in driveways were above subgrade and were replaced at flow line of ditch grade	Lin. Ft.	40	155.0	+287.5
15)	18" Culvert Pipe An existing 18" culvert not shown on plans was extended	Lin. Ft.	60	78.0	+30.0
16)	24" Culvert Pipe All required to complete project	Lin. Ft.	62	62.5	+0.8
17)	36" Culvert Pipe An existing 36" culvert pipe not shown on the plans was extended	Lin. Ft.	22	44.0	+100.0
18)	Guardrail, Type 2A Plan quantity	Lin. Ft.	225	225	0.0

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% OVERRUN OR UNDERRUN
19)	Guardrail, Type 3 Amount required to complete project	Lin. Ft.	50	54	+8.0
20)	Guardrail Anchors, Type 1 Plan quantity	Each	2	2	0.0
21)	Extra for Guardrail Bridge Connections Plan quantity	Each	2	2	0.0
22)	Rail End Pieces, Type C Plan quantity	Each	2	2	0.0
23)	Extra For Asphalt Approaches All required to complete project	Each	24	26	+8.3
24)	Gravel Blanket P. A. was worked up from planimitered cross sections, actual quantities proved to be considerably more See P. A. #1	Cu. Yd.	860	1,176.4	+36.8
25)	Roadside Seeding & Mulching All required to complete project	Acres	3	2.42	-19.3
P. A. #1	Increase of Gravel Blanket, Documentation Only Increased amount from 360 C.Y. to 860 C.Y.				
P. A. #2	Continuous Rail Traffic Barrier	Lin. Ft.	75	75.0	0.0
E. W. O. #1	Remove And Reinstall Mailboxes All required on Project	$	$600.00	$426.01	-29.0
S. F. O. #1	Permanent Striping	$	1300.00	-	-
S. F. O. #2	Power Pole Conflict	$	474.00	-	-
S. F. O. #3	Railroad Protective Costs	$	5,000.00	-	-
S. F. O. #4	Luminaires	$	3,600.00	-	-
S. F. O. #5	Patch Pavement	$	600.00	-	-

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Veneta - Middle Fork Coyote Creek

WEEK ENDING: Dec. 11, 1976

SECTION PREFIX: 20-0502

HIGHWAY: Florence - Eugene

COUNTY: Lane

NAME OF JOB: Veneta - Middle Fork Coyote Creek

KIND OF WORK: Grading and Paving

CONTRACTOR: Eugene Sand & Gravel

CONTRACT NUMBER: 8170

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 27, 1975

DATE WORK STARTED: Sept. 25, 1975

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ Workdays 125

WORK DAYS USED

CALENDAR DAYS USED 140

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 112

PROJECT AUTHORIZATION: $ 209,478.10

EXCLUSIVE OF ENGINEERING: $ 192,867.50

ENGINEERING AUTHORIZATION $ 16,610.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 182,081.13

ENGINEERING COST TO DATE $ 25,671

This week 225

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.4 %

PERCENT OF AUTHORIZATION 155 %

DATE PROJECT WAS COMPLETED: Oct. 15, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	Project Complete						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.28	2.28			2.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.28	2.28			2.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,700 CY	15,800 T			3,400 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,679	13,600			3,051
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY	Project complete			
WEDNESDAY				K
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

OREGON STATE HIGHWAY DEPARTMENT **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE DIVISIONS	SECTION Veneta - Middle Fork Coyote Creek	WEEK ENDING: Dec. 11, 1976 SECTION PREFIX 20-0502
	HIGHWAY Florence - Eugene	COUNTY Lane
NAME OF JOB Veneta - Middle Fork Coyote Creek	KIND OF WORK Grading and Paving	
CONTRACTOR Eugene Sand & Gravel	CONTRACT NUMBER 8170	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 27, 1975	DATE WORK STARTED Sept. 25, 1975	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR ~~DAYS~~ Workdays 125	WORK DAYS USED CALENDAR DAYS USED 140
PROJECT AUTHORIZATION: $ 209,478.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 112
EXCLUSIVE OF ENGINEERING: $ 192,867.50	ENGINEERING AUTHORIZATION $ 16,610.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 182,081.13	ENGINEERING COST TO DATE $ 25,671 This week 25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.4 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: Oct. 15, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	Project Complete						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.28	2.28			2.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.28	2.28			2.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,700 CY	15,800 T			3,400 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,679	[illegible]			3,051
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY	Project complete			K
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Project Complete.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project is complete. The Semi-final is being submitted to Region office today. This will be the final report.

SIGNED [illegible] Greene LOCATION Eugene, Or.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Versteeg 62

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 12, 1976

FILE: CON 5

[illegible] GLEN L. CLARK
[illegible]

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L.E. George
Traffic Engineer

SUBJECT: Request for approval of
Illumination Reinstallation
Florence-Eugene Highway
at Huston Road
Veneta-Middle Fork Coyote Creek
Section (Bond Project)

The subject intersection was illuminated by two power company units of unknown description, prior to our current state bond contract, which is providing left-turn refuges. The City of Veneta had been paying the power company a monthly billing for power consumption and maintenance.

Mayor Gutman of Veneta has insisted that the two units removed should be replaced. The Bridge Section had a preference for installing four units (30' mounting height 400 watts 21,000 lumin units); however, the Mayor will pay for two units only.

Attached is a suggested letter type agreement asking the City to assume the cost of power consumption and the State to maintain these two units. Our Salem Electrical Section is holding back four 30' poles awaiting a decision. The contractor will provide the bases and install the poles.

Region wishes to replace in kind the original units removed. This is due to the Mayor's insistance on their replacement and his decision to pay the power on two units only. We understand that four units might be better, but that two such units would not be unsafe or unusual in this state.

Please advise if you concur in this matter so we can proceed to supply the poles and get the City to sign the agreement.

Also, enclosed is a copy of the State Force Order to be forwarded to Mr. Keasey upon your approval of the installation.

GC/slc

Encl.

cc: C.T. Keasey
W. Hart
Hal Versteeg
Bob Judson
Bill Anhorn
Doug Greene

✓

RECEIVED

SUGGESTED DRAFT

Mr. Richard Gutman, Mayor
City of Veneta
Veneta City Hall
Veneta, OR 97487

Dear Mr. Gutman:

As you know, our on-going project on the Florence-Eugene Highway known as the Veneta-Middle Fork Coyote Creek Section involved the removal of two existing power company poles and luminair units at Huston Road. The City of Veneta had been financially responsible for power consumption and maintenance.

This letter is to confirm recent conversations with Mr. Doug Greene, Resident Engineer, for the states' project, that the State will supply the contractor two 30' steel poles, mast arms and 21,000 lumin (400 watt) luminairs and the contractor will provide for their installation.

If this is acceptable to the City of Veneta and if the City will, as before, assume the cost of power consumption, the State will maintain the units. Please sign in the space provided below if this arrangement is acceptable.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc:

____
Mr. Richard Gutman, Mayor
City of Veneta

RW 18-2 R

bc: E. S. Hunter
R. L. Schroeder
J. L. Sollis
J. B. Boyd
Alfred Shirley, Jr.

1859

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 11, 1975

NOTED
E. S. HUNTER

Southern Pacific Trans. Co.
One Market Street
San Francisco, CA 94105

Attn: H. M. Williamson

Easement
Veneta-Middle Fk. Coyote Cr. Sec.
Florence-Eugene Highway
Lane County
R/W File: 48487
SPTC File: 9133421/32
0-0-75-32

Dear Sir:

In conformance with the Permit of Entry issued to the Oregon State Highway Division by Southern Pacific Transportation Company dated May 27, 1975, we are now in a position to make a monetary offer on the easements to be granted to the State of Oregon by Southern Pacific Transportation Company. Our appraisal of the value of just compensation to Southern Pacific Transportation Company for these easements is $6,750. If this sum is acceptable to Southern Pacific Transportation Company I would appreciate it if you would so notify me and commence preparation of the necessary easement document to cover the transfer of rights to the Oregon State Highway Division.

If this sum is not satisfactory to Southern Pacific Transportation Company, I would appreciate receiving a counter-offer so that we may continue to megotiate this item. If there is any further information you require please do not hesitate contacting me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RR & UTILITY ENGR
JUL 14 '75
REFER TO
FOR
Info Inve R.D. D.R. Sign Att File

JEC:jk

cc: SPTC - Portland

Form 81-734-3123

8170

~~ROW 18-2~~ 2

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: ~~E. S. Hunter~~
R. L. Schroeder
w/copy Permit J. L. Sollis
" J. B. Boyd
" Alfred Shirley, Jr.

Note to J. L. Sollis: This project is being financed under the State Bond Program & the Federal Highway Administration has no interest in this project.

June 10, 1975

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Trans. Co.
One Market Street
San Francisco, CA 94105

Permit of Entry
Veneta-Middle Fk. Coyote Cr. Sec.
Florence-Eugene Highway
Lane County
R/W File: 48487
SPTC File: 913421/32
0-0-75-32

NOTED
E. S. HUNTER

Dear Sir:

Enclosed is a fully executed copy of the Permit of Entry dated May 27, 1975, on the Veneta-Middle Fork Coyote Creek Section of the Florence-Eugene Highway in Lane County. This Permit of Entry has been signed by Mr. F. B. Klaboe, State Highway Engineer.

In the event that the State has to file a Condemnation Proceeding on the proposed easements, it has been previously agreed by Mr. Sollis and Mr. Kruttschnitt that when the State makes the necessary deposit into the Court for the use and benefit of the Southern Pacific, and Southern Pacific withdraws this deposit the interest will stop on the money deposited. In the event that the final judgement is in excess of the deposit made by the State, the State will pay to Southern Pacific Transportation Company the interest as provided for in the Permit of Entry on this excess.

I would like to thank you for the effort and time expended by your people, both in San Francisco and in Portland, to accomplish the issuance by you of this Permit of Entry. It is my anticipation that within a short time we will be in a position to make a monetary offer to you for easements to be granted to the State on this section. As further information is developed on this project I will forward it to your office for your review and information.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: Southern Pacific
Portland

RECEIVED
[illegible]
OFFICE OF
ASSISTANT [illegible] ENGINEER

Form 81-734-3123

8170

R

May 28, 1975

Eugene Sand and Gravel, Inc.
PO Box 1067
Eugene, OR 97401

Subject: Contract No. 8170
Veneta-Middle Fork
Coyote Creek Section
Florence-Eugene Highway

Gentlemen:

As a follow-up to our letter of May 6, the Project Management Section has advised that the right of way has been cleared on the above project.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn/hb

bc C. T. Keasey
Robert Church
Walt Hart
Don Trout
A. Shirley
D. W. Greene
J. B. Boyd
Carl Nelson

5/27/75

Fran

Carl Nelson called saying the
[illegible] has been closed out on
Contract # 81-0 - Engine S&G. The
Lane Co. job
[illegible] send letter to Engin S&G.
+ LCC —
[illegible]

8170

K

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 24, 1975

Mr. D. H. Nellen
Chief, Real Estate Division
Department of the Army
Portland District, Corps of Engineers
P.O. Box 2946
Portland, Oregon 97208

NOTED
E. S. HUNTER

Dear Mr. Nellen:

Subject: File 48414,
Veneta-Middle Creek-Coyote Creek Sec.
Florence-Eugene Highway
Lane County

Mr. Hunter has asked me to thank you for the permit of entry for the Corps of Engineer property that will be affected by this project. In your letter of April 1, 1975, you request a description of the property to be incorporated into your easement. I am enclosing a copy of the center line description prepared by our Design Section.

We wish to thank you again for your cooperation in this matter.

Very truly yours,

John R. Oakes
Asst. Right of Way Engineer

JRO:jk
cc: E. S. Hunter ✓
Virgil Wilson
Dennis Matney
Don Keyes
attachment

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

62

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

April 22, 1975

IN REPLY PLEASE REFER TO
313
0-0-75-32

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Dear Sir:

This is in reference to previous correspondence, concerning the proposed widening of the Middle Fork, Coyote Creek Section Florence-Eugene Highway.

Upon reviewing the plans and cross-sections submitted by your agency, we can see no justification for granting these easements free of charge. The existing ditches are now to be shifted from the State Highway right of way to Southern Pacific Transportation Company right of way, thereby rendering our right of way useless for other purposes. We can see no benefit from this project to Southern Pacific. We are willing to recommend to Management that such easements be granted to the State provided the State is willing to pay fair market value for subject taking. Conveyance should be by means of an easement for slope and drainage purposes and all costs to be borne by the State, and that the only work to be performed by our company would be engineering inspection and related expenses in the approximate amount of $5,000. The State, of course, to reimburse our company for this cost and to furnish the usual insurance coverage for contractor working on area adjacent to our track.

Yours truly,

YC: R.L. Schroeder
J.B. Boyd Need Appraisal
J.H. Versteeg
Alfred Shirley - Pics
Virgil Wilson
J.L. Sollis

NOTED
J. E. CHIDSEY

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:

NPPRE-MD

1 April 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

I am pleased to advise you that the Oregon State Highway Division is hereby granted Right-of-Entry for the purpose of constructing safety improvements consisting of widening the existing highway to provide traffic channelization and left-turn refuge lanes on the Veneta-Middle Fork Coyote Creek Section, Florence-Eugene Highway, Lane County, on 0.33 of an acre, more or less, within the Fern Ridge Lake, Oregon Project as shown in red on the attached drawing.

This Right-of-Entry is granted pending the completion of a Department of the Army Easement for highway purposes and is subject to the State furnishing an appropriate legal description of the easement area.

We trust this action is of assistance in the State's accelerated road improvement program.

Sincerely yours,

D H Nellen

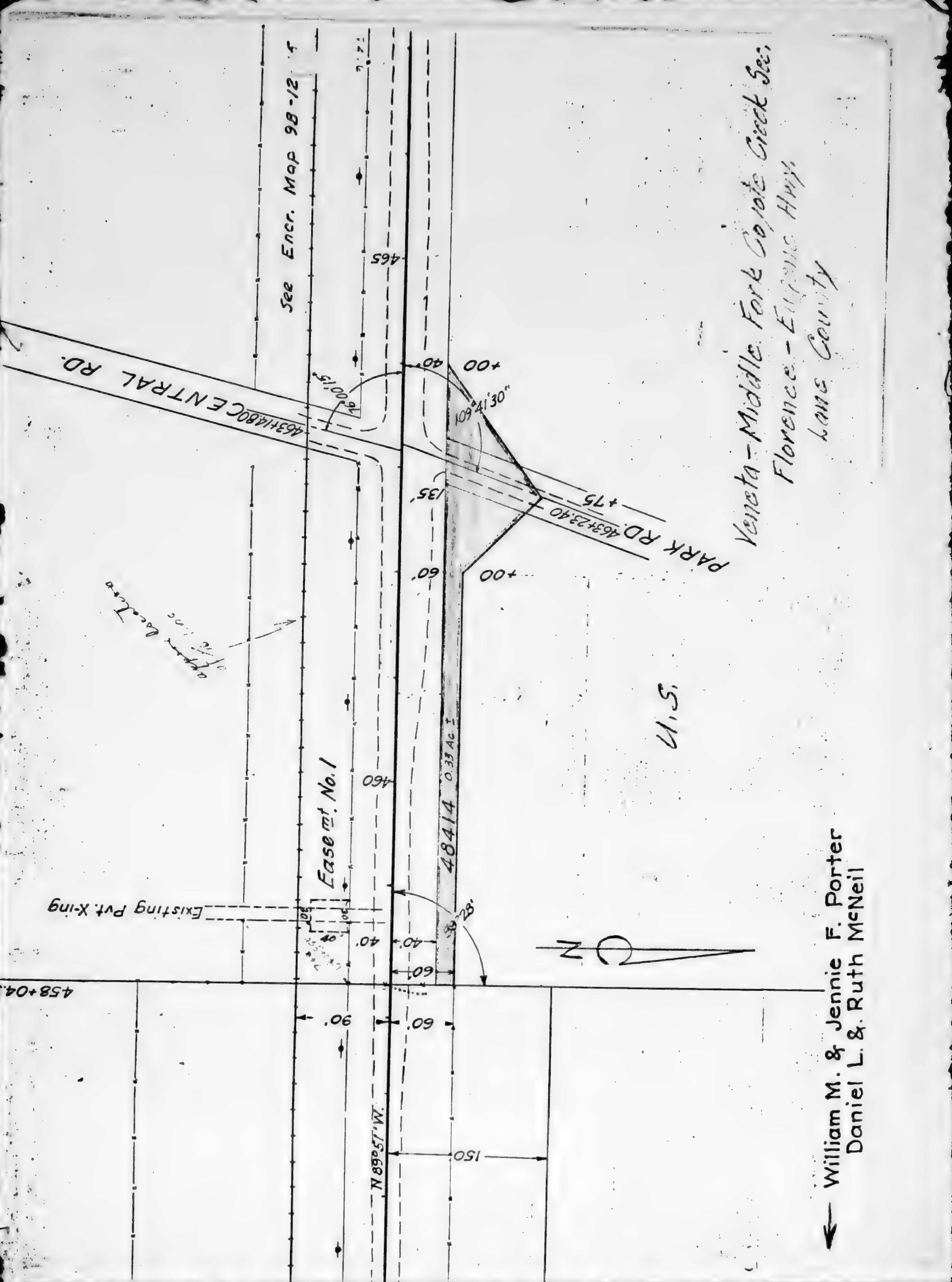
D. H. NELLEN
Chief, Real Estate Division

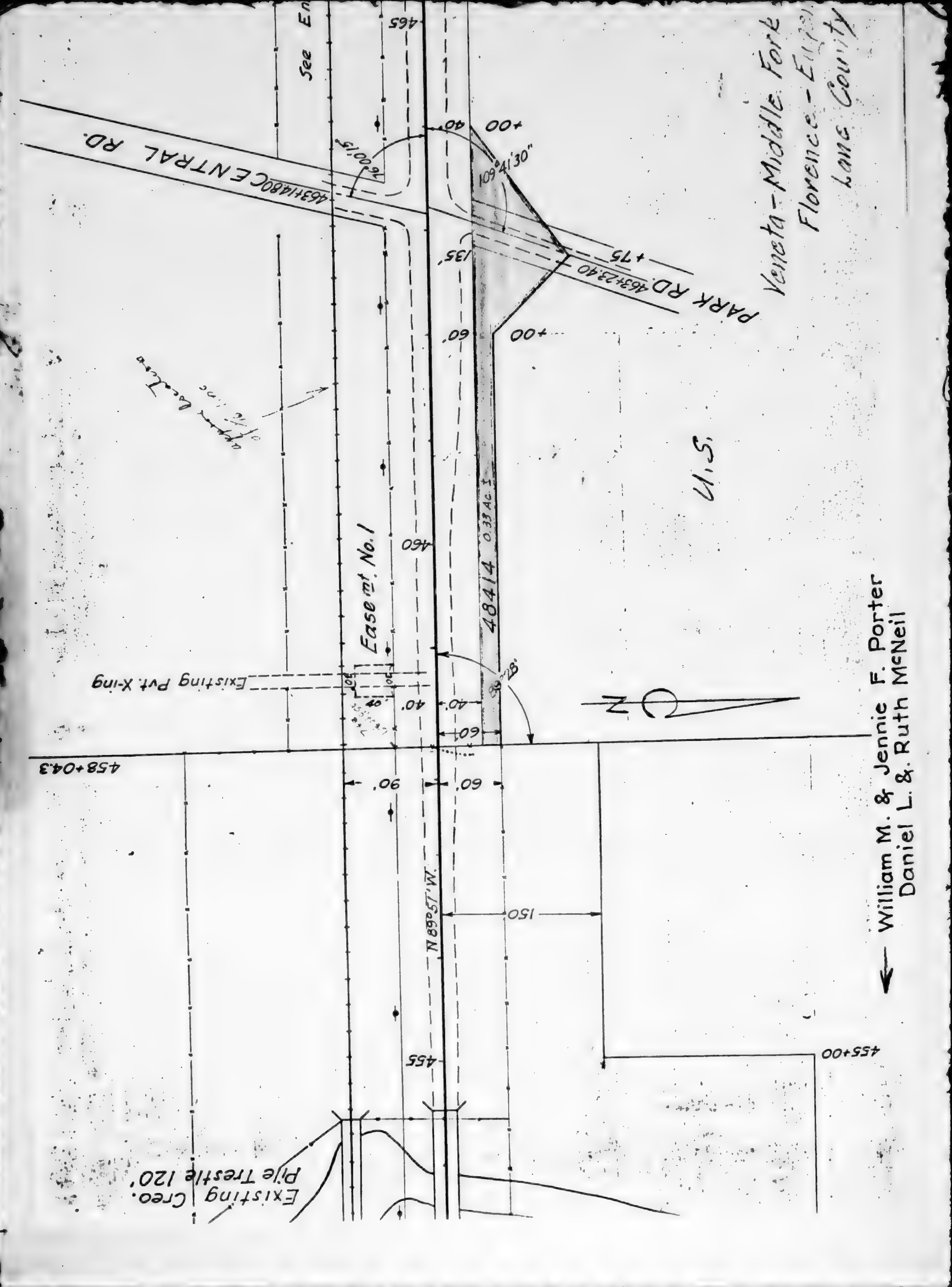
1 Incl
As Stated

NOTED
E. S. HUNTER

cc Rubin
Boyd
Versteeg
Wolfe
4-3-75

RECEIVED
1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


Veneta - Middle Fork Coyote Creek Sec.
Florence - Eugene Hwy
Lane County
See Encr. Map 9B-12
CENTRAL RD.
463+14.80
PARK RD. 463+23.40
465
460
+00
40'
109°41'30"
96°00'15"
+75
135'
60'
+00
U.S.
48414
0.33 Ac.±
Easem't. No. 1
Existing Pvt. X-ing
30'
40'
40'
40'
60'
60'
90'
60'
33°28'
458+04.5
N 89°51' W.
150'
N
William M. & Jennie F. Porter
Daniel L. & Ruth McNeil

Veneta-Middle Fork
Florence-Eugene
Lane County
See En
465
CENTRAL RD.
463+14.80
76°00'15"
40'
+00
109°41'30"
135'
+75
PARK RD. 463+23.40
60'
+00
U.S.
Easemt. No.1
48414 0.33 Ac.±
460
Existing Pvt. X-ing
40'
60'
89°28'
458+04.3
90'
150'
N89°51'W.
455
455+00
Existing Creo. Pile Trestle 120'
William M. & Jennie F. Porter
Daniel L. & Ruth McNeil

8-2000 62

Doug Greene
Res. Loc. & Constr.

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 21, 1975

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Referring to your letter of March 18, concerning encroachment cross-sections Veneta-Middle Fork Coyote Creek Section, Florence-Eugene Highway, Lane County.

Cross-sections are needed at the following highway engineer stations to include the railroad roadbed so that we may tie the previously furnished sections to our track in the area: 530+00, 540+00, 564+00, 574+00, 458+00, 463+00 and 468+00.

Yours truly,

Chas. T. Babers

xc: J. H. Veerstera
Altred Shirley Jr.

Please get to me as soon as possible - need for SP easement!

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — [✓ Watson] DW
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
J. E. CHI

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND OREGON 97208

R

NPPOP-RM

3 March 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Regarding your proposed highway construction project near the Perkins Peninsula Park entrance road at the Fern Ridge Reservoir, Mr. Warren Gaskill of my staff met with Mr. Donald Keys to discuss the proposal.

We have no objections to the proposed construction and concur that the Project is feasible and worthwhile.

We will expedite our review process, and contact you as quickly as possible so you can proceed with award of a contract.

Sincerely,

Clarence D. Gilkey
CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

cc Wolfe
Rulien
Potter
3-6-75

RECEIVED
1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

62

**OREGON STATE
HIGHWAY DIVISION**

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 26, 1975

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Sir:

Highway Fill in Fern Ridge Reservoir
Veneta-Middle Fork Coyote Creek Section
Florence-Eugene Highway
Lane County

The State Highway Division is proposing to make some safety improvements on the Florence-Eugene Highway in the vicinity of your Fern Ridge Reservoir. The improvement consists of widening the existing highway to provide traffic channelization with left-turn refuge lanes.

The original design would not have encroached on the reservoir; however, after further evaluation and following our current design standards, it is necessary that some fill material be placed in the reservoir. Some additional right of way will be needed to build the proposed safety improvement, and you will be contacted by our Right of Way Section regarding this matter.

This is one of the projects on which the scheduled letting date has been moved ahead due to the Governor's request to provide more jobs to improve the economy. This project is now scheduled for a March 27, 1975 contract letting.

It was concluded from a telephone conversation between personnel of the Highway Division and members of your staff that the most expedient way of resolving the problem was to send the enclosed plans and cross sections of our proposal, and after you have reviewed the information, a meeting be set up as soon as possible to discuss the proposal. At this meeting it can be determined if any additional information will be needed to get your concurrence.

If you have any questions, please contact Donald Keyes in our Location Section, telephone 378-6265.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER
E. S. Hunter
Assistant State Highway Engineer

Enclosure

DEK:mc js

bc:
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
J. H. Versteeg ✓
J. B. Boyd
Alfred Shirley, Jr.

REFERRED TO
Board
Cole
Eriksen
Hager
Reed
Watson W
Wolfe
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

RECEIVED
FEB 2 1975
ROAD DESIGN SECTION
1 Versteeg ✓
2 A. Olson
3 Terpin T
Scott
5 Swenson
R. Olson
4 Trout T
Bring Up
Other

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 24, 1975

SUBJECT: Veneta-Middle Fork Coyote Creek Section
Florence-Eugene Highway
Lane County

To: E. S. Hunter
Assistant State Highway Engineer

Enclosed is a rough draft to the Corps of Engineers regarding proposed embankment in the Fern Ridge Reservoir. The original design would not have placed any fill in the reservoir; however, this was changed to fit our current standards and some embankment will go into the reservoir.

From a telephone conversation with Corps personnel it was found that because the reservoir is not a navigable stream, our normal procedure for obtaining a permit from the Corps cannot be followed. Instead of one section revewing our proposal, there will probably be four or five sections involved; therefore, we are requesting a meeting as soon as possible after they review our plans.

This project is on the letting schedule for March 27 and we are hoping that this way of handling will allow us to meet this schedule.

Victor D. Wolfe
Location Engineer

Att.

DEK:mc

ROW 18-262

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 23, 1975

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

Easement Descriptions
Veneta-Middle Fork Coyote
Creek Section
Florence-Eugene Highway
Lane County

Dear Sir:

Enclosed for your information, review and use are four copies of the easement descriptions for the necessary permanent easements on the Veneta-Middle Fork Coyote Creek Section of the Florence-Eugene Highway in Lane County. The descriptions are those promised to you in my letter of January 21, 1975. Please utilize these in preparation of the Easement Indenture for this project.

If there is any further information you require on this project, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: Southern Pacific
San Francisco

bc: J. H. Versteeg
J. L. Sollis
J. B. Boyd
Alfred Shirley, Jr.
Gary Kennen
Virgil Wilson-Note: It is not anticipated that an appraisal of these easements will be necessary.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
January 23, 1975

FILE:

FROM:
D. W. Greene
Resident Engineer
by Dave Jones
Asst. Res. Engr.

TO:
Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

SUBJECT: Preliminary Plan Review
Veneta-Middle Fork
Coyote Creek Section
Florence-Eugene Highway
Lane County

Attn: Marty Havig

As per your request, we have reviewed the subject plans and offer the following:

1. On sheet 2, maybe we should give some backslope on the toe trench for the riprap section.
2. Also on sheet 2, we believe the arrow from the note for A.C. wearing surface should point to the shoulder, not the existing surface.
3. On sheets 4 & 5, we believe the eastbound left turn refuges should be extended westerly as we have indicated on the plans. Our reasoning for this is that there is extensive commercial development in these areas and we would defeat the purpose of the left turn refuges by not extending them. We have indicated the use of each driveway to demonstrate this need. The field location phase should have shown this problem but we lost sight of the total problem by thinking only about refuges for the country roads and not the numerous accesses for commercial buildup.

O W#O

DLJ/gdb
file

1-24-75
cc: J.H. Versteeg w/plan

#170

62

Salem, Oregon
January 21, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48487 - S.P. Transportation Co.
Veneta - Middle Fork
Coyote Creek Section
Florence - Eugene Highway
Lane County

Attached is a 2 parcel description and an authorization covering easements to be acquired from the Southern Pacific Transportation Company on the subject section.

Prints of encroachment map 9B-12-15 were given to Mr. Chidsey by Carl Grewe.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

62

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE January 15, 1975

TO Memo to File

FROM Tom Lancaster
Traffic Investigator

SUBJECT Preliminary Plans
Veneta-Middle Fork Coyote Cr. Section
Florence-Eugene Hwy. No. 62
Lane County

The preliminary plans for three left-turn refuges on this section of ORE 126 were reviewed and no changes were recommended.

When the completed project is striped, it is suggested that consideration be given to reducing the storage length of the left-turn refuge at Sta. 460 in order to make the taper more gradual at the west end of the refuge.

TL:rj

cc: Frank E. Terpin
Alfred Shirley

✓
T

REFERRED TO

Beard Reed
Cole Sample
Eriksen [✓ Watson] W
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

#170

#170

62

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

January 14, 1975
Salem, OR 08310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Frank E. Turpin
Final Design Engineer

BUILDING

SUBJECT: Preliminary Plans
Veneta-Middle Fork Coyote
Creek Section
Florence-Eugene Highway
Lane County

I have had an opportunity to review the preliminary plans on the subject section. Please advise me as to when I might expect the encroachment map and permanent easement descriptions for the necessary encroachments onto the right of way of the Southern Pacific Railroad. At this time it is doubtful that we will be in a position to obtain permission from Southern Pacific Transportation Company to enter upon their right of way by the date the bids are to be received, which is March 27, 1975.

As soon as the encroachment maps and easement descriptions are received in my office, I will forward them to Southern Pacific and ask them to expedite the preparation of the necessary construction agreement and easements for this work.

JEC:jk

cc: E. S. Hunter
J. B. Boyd
C. T. Keasey
C. G. Swenson

REFERRED TO
___ Board ___ ___ [✓ Reed] ___
___ Cole ___ ___ Sample ___
___ Eriksen ___ ___ Watson ___
___ Hager ___ ___ Wolfa ___
Return [✓ Discuss] Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Map will be ready in a couple of days.
sections were taken off Pav't. edges and have no clue. May create a problem! T.

#170

62

Salem, Oregon
December 5, 1974

Frank E. Terpin F.E.T.
Final Design Engineer

Alfred Shirley Jr.
Region III Engineer

Veneta-Middle Fork Coyote Cr.
Florence-Eugene Highway
Lane County

Confirming the telephone call on this, the centerline of the named section will be shifted five feet left. Transition tapers on 50:1 will be used at each end of the line shift. This line shift will increase the encroachment onto the railroad but will reduce the number of acquisitions required on the right, by containing slopes within the existing right of way. The typical section will be a 4:1 rock slope, a two foot wide ditch on a 4:1 slope and back slopes variable from 3:1 to 1-1/2:1.

LKW:we
cc: John Oakes
Floyd O. Scott
Lyle K. Watson

[illegible] ✓
[illegible]
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC [illegible] 1974
ROAD DESIGN SECTION

[illegible]
Receiver [illegible]
Do not [illegible]
Return [illegible]
Bring Up
Other

8172 Vale-Cairo Jct. Sec. of Central Oregon Highway (Grading & paving) 1975

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Malheur
Project Number	RF-28(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 601,480	$ 601,480
Other revisions	$ 470,297	$ 516,069

This modification is made for the following reasons:

To increase federal aid Pro Rata to 35.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $35,411

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-28(9)

Vale-Cairo Jct. Section

Central Oregon Highway In Malheur County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (MP 246.61 to MP 258.15)

Total same as previous estimate of May 7, 1975 $601,480.00

Length of Project - - - - - - - -	11.54 miles
Cost of Roadway per mile- - - - -	$52,121.31

*Federal Funds- - - - - - - - - - -	$516,069.00
State Funds- - - - - - - - - - - -	85,411.00
TOTAL	$601,480.00

Group 1 - 100%
Contract No. - 8172
Prefix - 23-1036

*Increase Federal Aid Pro Rata to 85.8%

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-145		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
MODIFICATION NUMBER 1	STATE COPY	Project Number RF-28(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 601,480	$ 601,480
Federal funds	$ 470,297	$ 601,480
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 14, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 131,183 ."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13 th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. L. Schroeder

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

rm Approved; O.M.B. No. 04-R2089

K

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5 14	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5 - 1 - 7	ATE Oregon COUNTY Malheur PROJECT NO. RF-28(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Malheur River, east 11.7 mi. to Cairo Jct.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	11.54
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 601,480	FEDERAL FUNDS $ 470,297

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Ed Hunter
Assistant State Highway Engineer
(Title)
By ____________________
(Title)
By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 7, 1975

Federal-aid Project
No. RF-28(9)

VALE-CAIRO JCT. SECTION
CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (MP 246.61 to MP 258.15)

Furnishing Field Laboratory	1 only	1,500.00	$ 1,500.00
Mobilization	All Required		33,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	494 sq.ft.	5.00	2,470.00
Flagmen	400 hour	14.00	5,600.00
Pilot Car	140 hour	20.00	2,800.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	725 cu.yd.	5.00	3,625.00
Watering	50 M-gal.	6.00	300.00
Aggregate Shoulders	1,500 cu.yd.	5.00	7,500.00
Class "C" Asphalt Concrete Mixture in Leveling	12,400 ton	6.00	74,400.00
Class "C" Modified Asphalt Concrete Mixture	18,700 ton	7.00	130,900.00
Asphalt Cement in Mixture	2,100 ton	85.00	178,500.00
Portland Cement Additive in Class "C" Modified Mixture	190 ton	70.00	13,300.00
Asphalt in Tack Coat	70 ton	125.00	8,750.00
12-inch Culvert Pipe	17 lin.ft.	15.00	255.00
18-inch Culvert Pipe	20 lin.ft.	20.00	400.00
36-inch Arch Type Irrigation Pipe	10 lin.ft.	30.00	300.00
Portland Cement Concrete in Pipe Encasement	14 cu.yd.	360.00	5,040.00
Reinforcement in Concrete Pipe Encasement	850 lb.	0.60	510.00
Guard Rail, Type 2	1,775 lin.ft.	7.95	14,111.25
Guard Rail, Type 2A	800 lin.ft.	11.75	9,400.00
Guard Rail, Type 3	50 lin.ft.	19.95	997.50
Guard Rail Anchors, Type 1	13 only	320.00	4,160.00
Guard Rail Anchors, Type 2	2 only	365.00	730.00
Rail End Pieces, Type A	1 only	30.00	30.00
Rail End Pieces, Type B	5 only	70.00	350.00

Rail End Pieces, Type C	8 only	145.00	$ 1,160.00
Extra for Asphalt Approaches	125 only	150.00	18,750.00
			$526,338.75

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 100.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
Permanent Pavement Striping (S.F.)	All Required	2,500.00
Grade Bridge Connection (E.W.)	All Required	200.00
		$ 3,600.00
	Subtotal	$529,938.75
	Engineering	71,541.25
	Total	$601,480.00

Length of Roadway - - - - - - - - - 11.54 miles
Cost of Roadway Per Mile- - - - - $52,121.31

Retained in Program Status

Guide Posts	All Required	$ 1,500.00
Permanent Signing	All Required	1,200.00
Seed and Mulch Material Source	All Required	3,500.00
	Subtotal	$ 6,200.00
	Engineering	837.00
	Total	$ 7,037.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$601,480.00	$470,297.00	$131,183.00
Retain in Program	7,037.00	5,502.00	1,535.00
Totals	$608,517.00	$475,799.00	$132,718.00

Group 1 - 100%
Contract No. 8172
Prefix: 23-1036

VALE-CAIRO JCT. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 200.00

8122

☆U.S. GOVERNMENT PRINT[illegible]

STATE COPY

cc: [illegible] (E S Coulter)
Wash DC ([illegible]-32)

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 5/21/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. RF-28(9)
COMPLETION DATE 7/10/75	ACCEPTANCE DATE BY CONTRACT AGENCY 10/7/75	TIME ELAPSED 45 CWD %	CONTRACT TIME 125 CWD
APPROVED EXTENSIONS None	LOCATION Malheur River East 11.7 Mile to Cairo Junction		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY [illegible] 1976

VALE-CAIRO JUNCTION SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. Nichols,		SIGNATURE Original signed by E. J. Valach	
TITLE Area Engineer	DATE 5/24/76	TITLE District Engineer	DATE 5/[illegible]/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8172

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*	16 18	2 4 / 19 22	5 8 / 23 24 25	9 12 / 27 28 30	13 15 / 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse)*

STATE Oregon	COUNTY Malheur	FEDERAL PROJECT NO. RF-28(9)	URBAN ( ) RURAL (X)

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6291		DATE STARTED May 6, 1975
20	FINAL CONSTRUCTION COST	DOL.	528,911.83		DATE COMPLETED July 10, 1975
21	LENGTH OF PROJECT	MILES	11.54		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	7,020	63,799

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	209,858	
	9	PETROLEUM PRODUCTS	GAL.	75,850	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	14,068	
	4	LUMBER	THOU. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LBS.	974	
	8	STRUCTURAL STEEL	LBS.		
	10	EXPLOSIVES	LBS.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	13	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	31,065	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.	3,523	
CARD F	16	MISCELLANEOUS STEEL	LBS.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	2,750	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52	53	61	70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	18
		18	21
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-7)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum [illegible].

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data [illegible] combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished material should be included with contract quantities, and costs of State-furnished material should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar**

Check urban or rural to indicate [illegible] within [illegible]

All figures should be [illegible] State [illegible] department and Federal Highway Administration [illegible] neers. The total [illegible] earnings should bear [illegible] tion amount. Also [illegible] reasonable with respect [illegible] respect to the quantity [illegible] quantity of reinforcing steel is reported [illegible] concrete, an error of omission [illegible]

Average figures for [illegible] and PT-4 of HIGHWAY STATISTICS [illegible] highway construction [illegible] highway construction labor [illegible] PUBLIC ROADS [illegible] February 195[illegible]

Generally [illegible] substantially less than the [illegible] includes costs of equipment [illegible] not required to be reported. If [illegible] a few percent more than [illegible] the indications [illegible] that there is an error in reporting [illegible] the figures reported are correct [illegible] sheet of paper marked [illegible] actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show [illegible] costs incurred to date for [illegible] contractor, and State-furnished material.

"Length of Project." - Report [illegible] and [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 - Report number of barrels of cement [illegible] report here the cement included in Item 1[illegible]

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report by size regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated [illegible] of reinforcing [illegible] except concrete pipe [illegible]

Item 8 - [illegible] pounds [illegible] steel [illegible]

Item 9 - [illegible] gallons of all gasoline, diesel oil, [illegible] For conversion [illegible]

Item 10 - [illegible] explosives, exclusive of [illegible]

Item 11 [illegible] ready-mixed concrete [illegible] units [illegible]

Item 12 [illegible] paving mixtures [illegible] as they [illegible]

Item 13 [illegible] regardless of class, type, gauge or coating, [illegible] drain and [illegible]

Item 14 [illegible] and [illegible]

Items 15 and 95 - [illegible] sand, [illegible] contractor.

Item 16 [illegible]

Items 17, 18 and 19 [illegible]

Item 22 [illegible] Cost [illegible] the equipment [illegible] included in this [illegible] paid [illegible] aggregates [illegible] with Item 20.

Item 23 [illegible] including [illegible] include traffic [illegible]

Item 24 [illegible]

Item 25 [illegible]

Item 26 [illegible]

Item 30 [illegible] worked [illegible] earnings of all [illegible] operation [illegible]

---

*Quantities of steel, concrete and lumber used in [illegible] with [illegible] in segregating such quantities from total quantities [illegible] difficulties are encountered [illegible]

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1976

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention Allen Hay

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts No. 2018 in the amount of $2,000.00 and No. 2017 in the amount of $8,000.00 both dated January 15, 1976.

This transfers from Contract No. 8172 to Contract No. 8222 and 8059/8060. State Treasurer's Safekeeping Receipt No. 1595 is being cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

er

Enclosure

cc: State Highway Division; Attn. Janice Peterson

COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2017

Received for Account of J.C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

Date January 15, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Eugene Oregon G.O. Bonds Due 6/1/76 Dated 6/1/69 5%		Part		12/	1	75	$ 8,000.00
Dean Witter & Co. Due Bill No. 0569							
Bond No. 123/124 (2) @ 5,000. each							
							$ 8,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2018

Received for Account of J. C. Compton Company

P. O. Box 86

Address McMinnville, Oregon 97128

Date January 15, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Eugene Oregon G.O. Bonds Due 6/1/76 Dated 6/1/69 5%				12	1	75	$ 2,000.00
Dean Witter & Co. Due Bill No. 0569							
Bond No. 123/124 (2) @ $5,000. each							
							$ 2,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8222

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon State Treasurer
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton
Contracts 8172, 8146

Please transfer $10,000 in bonds currently deposited in lieu of retainage on contract 8172 (Safekeeping Receipt 1595) to contracts 8059/60 ($8,000) and 8222 ($2,000). This transfer will permit the release to the contractor of $3,500 in matured bonds on contract 8222 (Safekeeping Receipt 1611) and $8,000 in bonds on contracts 8059/60 (Safekeeping Receipts 1612 and 1613).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton
bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3122

8172

1

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

January 14, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Please note that $16,000 deposited in lieu of retainage on contract 8172 should be transferred to contract 8222 ($1,500) and contract 8146 ($14,500). The security involved is TCD 4 206008 (Safekeeping Receipt 146064).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton
bc: C. W. Head R. Church
J. Bond C. Barratt

Form 81-734-3122

146064

NATIONAL

NG

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett

December 31, 1975

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipt 146062, covering TCD #4 206010, $25,000 and safekeeping receipt 146064, covering TCD #4 206008, $100,000, to be used as securities deposited in lieu of retainage on our contracts with J. C. Compton Co. By copy of this letter, we are requesting the Oregon State Treasurer to return TCD #4 189396 to you.

The amounts of the current deposits, the returned deposits, and the net increase on deposit on our contracts with J. C. Compton Co. are as follows:

Safekeeping Receipt 146064:

Contract	Current Deposits	Returned Deposits	Net Increase
8146	$29,000	$29,000	0
8172	16,000	16,000	0
8030	29,000	29,000	0
8059/60	21,000	21,000	0
8236	5,000	5,000	0

Safekeeping Receipt 146062

Contract	Current Deposits	Returned Deposits	Net Increase
8059/60	10,000	---	$10,000
8030	9,000	---	9,000
8236	6,000	---	6,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl cc: Oregon State Treasurer

Form 81-734-3122

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146064

Branch McMinnville No. 17

DATE 12/22/75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
State of Oregon
Department of Transportation

DEPOSITED BY J. C. Compton Co.

$100,000.00

U. S. National Bank of Oregon 5.375% nonnegotiable time cft. of dep. #4 206008 dtd 12/19/75 due 1/19/76 reg n/o J. C. Compton Co. endorsed by J. C. Compton Co.
Funds in this certificate to be released to J. C. Compton Co only upon written notice to disburse from Oregon State Highway Division

in lieu of retainage for
Job # 8146 $29,000 Job # 8030 ✓ $29,000 Job # 8236
#8172 16,000 # 8059 21,000 $5,000

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146062

Branch McMinnville No. 17

DATE 12/22/75

For The Account of • State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. # 4 206010 dtd 12/19/75 due 3/18/76 reg n/o J. C. Compton endorsed by J. C. Compton Co.

in lieu of retainage for

Job # 8060	$10,000.00
# 8030	9,000.00
# 8236	6,000.00

per letter of 12/9/75

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisi

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. [illegible] Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

8172

75

October 21, 1975

The Travelers Indemnity Company
Surety Dept.
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On October 14, 1975, we wrote to you concerning release of final payment on Contract No. 8172 awarded to J. C. Compton Co. for work on the Vale-Cairo Junction Section of the Central Oregon Highway in Malheur County.

The total contract amount is $526,227.11 including $1,051.87 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: J. C. Compton Co.
PO Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Vale - Cairo Jct.

Final Report

WEEK ENDING: AUGUST 16, 1975

SECTION PREFIX: 23-1036

HIGHWAY: Central Oregon

COUNTY: Malheur

NAME OF JOB: Vale - Cairo Jct.

KIND OF WORK: Grading and Paving

CONTRACTOR: J.C. Compton Company

CONTRACT NUMBER: 8172

FEDERAL AID PROJECT NUMBER: RF-28(9)

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 6, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 125 CWD

WORK DAYS USED

CALENDAR DAYS USED 45

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 36

PROJECT AUTHORIZATION: $608,744.48

EXCLUSIVE OF ENGINEERING: $560,473.99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $535,108

ENGINEERING AUTHORIZATION: $48,270.49

Cost this week 393

ENGINEERING COST TO DATE: $26,474

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

ESTIMATED PERCENT: OVERRUN UNDERRUN 5 %

PERCENT OF AUTHORIZATION 55 %

DATE PROJECT WAS COMPLETED: July 10 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.5	11.5			11.5
MILES PARTIALLY COMPLETED	11.5	11.5			11.5
MILES COMPLETED	11.5	11.5			11.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	725 cy	1,500 cy	31,060 ton		31,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	697 cy	3,523 cy	31,060 ton		31,065 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	697 cy	3,523 cy	31,050 ton		31,065 ton
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Fair	0		
MONDAY 11	Fair	0		
TUESDAY 12	Fair	0		
WEDNESDAY 13	Fair	0		
THURSDAY 14	Fair	0		
FRIDAY 15	Fair	0		
SATURDAY 16		0		

K

RECEIVED
AUG [illegible]
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No Activity
MONDAY 11	No Activity
TUESDAY 12	No Activity
WEDNESDAY 13	No Activity
THURSDAY 14	No Activity
FRIDAY 15	No Activity
SATURDAY 16	No Activity

REMARKS

Project Completed.

Semi - final estimate submitted on 8-13-75
Estimate Submitted to Region Office

This is Final Project Report.

SIGNED C.D. Hiatt, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF OREG
HIGHWAY DIVISION

INTERO CE MEMO

R

TO: C. W. Head
John Bond
Robert Church
Charles Barrett

DATE: July 17, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contract 8172

Due Bill 569 in the amount of $10,000, has been deposited in lieu of retainage on Contract 8172. (Safekeeping Receipt 1595)

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission and Staff Services office.

JP:njc

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1595

Received for Account of J. C. Compton Co.

Date July 15, 1975

P. O. Box 86

Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds		Part	105,000				$ 10,000.00
Due 6/1/76 5%							
Dean Witter & Co. Due Bill No. 0569							
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8172

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8172

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Vale - Cairo Jct.

Date 7-14, 1975

Highway Central Oregon

F.A.P. No. RF-28(9)

County Malheur

Prefix 23-1036

Account No.

Description of Work To Be Done: Seed and mulch depleted areas of the project material source.

Approval Recommended as of 7/21/75

RLA

Location by Station Numbers:

Source No. 23-12-5 - 1 mile north & west of Vale - M.P. 277.0
1R-2-1486

APPROVED EFFECTIVE DATE 7/21/75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 8/14/75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor -	1,050.00
Equipment-	1,400.00
Material -	1,050.00
Total=	$3,500.00

Explanation: Project is complete. Seeding and mulching work cannot be performed until Fall Season due to dry soil conditions. Small acregge affected, approximately 3 acres, does not warrant continuing contract until the Fall season.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$608,744.48
Present estimate of project cost, including $3,500.00 for work under this order	$608,744.48
Expected under-run over-run (amount)	$ -
Expected under-run over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt
C.D. Hiatt Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer
REGIONAL CONSTRUCTION ENGINEER

Approved:
Construction Engineer

1173

K

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contract 8172

TCD No. 4 189396, in the amount of $16,000.00, has been deposited in lieu of retainage on contract 8172. (Safekeeping Receipt 1587).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1587

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

Date June 24, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 6/20/75 due 12/17/75 6% U.S. National Bank of Oregon McMinnville, Oregon Branch	#4 189396	part	100,000				$ 16,000.00
							$ 16,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8172

Authority ORS 279.575

Countersigned by Emily Rohde
Deputy Cashier

SPECIAL INSTRUCTIONS

James Redden
State Treasurer

20

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts dated June 24, 1975 as follows:

No. 1583	✓	$29,000.00	Highway contract No. 8030
No. 1584	✓	21,000.00	Highway contract No. 8059 and 8060
No. 1585	✓	5,000.00	Highway contract No. 7680
No. 1586		29,000.00	Highway contract No. 8146
No. 1587		16,000.00	Highway contract No. 8172

covering TCD No. 4 189396, in the amount of $100,000.00, dated June 20, 1975, due Dec. 17, 1975 drawn on U.S. National Bank of Oregon, McMinnville Branch.

We have cancelled your old Safekeeping Receipts No. 1540 5,000.00 7680
No. 1542 21,000.00 8059-8060
No. 1543 29,000.00 8030

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Haeck

COPY

8172 K

U. S. DEPARTMENT OF TRANSPORTA [illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Engineer Salm, Oregon	PROGRAM NO. ITEM NO. RF-43	RAL AID PROJECT NO. RF-28(9) STATE PROJECT NO. Vale-Cairo Sect COUNTY NAME Malheur PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Salem, Oregon
State of Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Files | R/D | C/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
April 2, 1975	April 2, 1975	Primary Route 5 Central Oregon Highway 7

GENERAL LOCATION:

Malheur River East 11.7
miles to Cairo Junction

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High type pavement and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

	#
Temporary Erosion Control	100
On the Job Training	800
Grade Bridge Connection	200

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 14, 1975	C R Burchardt for	Division Engineer

STOCKS OF FORM PR-1240 (REV. 6-66)
WILL BE USED

R

TRANSACTION NUMBER #16

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-21-75

BY (Signature): MR. RULIEN'S MARCH 19, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 43 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
43	RF-28(9)	11.54	900,000	703,700	VALE-CAIRO JUNCTION SECTION	HIGH TYPE PAVEMENT OVERLAY WITH MINOR GRADING, DRAINAGE AND SAFETY REVISIONS OF ROADWAY APPURTENANCES.

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S MARCH 19, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION STATED ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS IS A NON MAJOR ACTION AND IT QUALIFIES FOR THE TIMESAVING PROCEDURES OF FHPM 6-8-2.1.

4-3-75
ORIGINAL TO
L.W. Rulien

DATE ______ RECOMMENDED SIGNATURE AND TITLE ______

DATE 3-21-75 APPROVED SIGNATURE AND TITLE ______

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as resulting in any manner in any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA PR-1
(Rev. 8-71)

2172

R

PRU 6-2

Robert W. Straub
xxxxxxxxxx

March 19, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-28(9)

We are submitting program data for one project, Item No. 43 Project No. RF-28(9), "Vale-Cairo Jct. Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on April 24, 1975.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-6-2-1.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office, February 25, 1975.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provide substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Enclosures

JG:bb

Budget Bureau No. 41-R2067; Approval Expire

U.S. DEPARTMENT
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: 3-19-75

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Malheur R., E. 11.7 Mi. to Cairo Jct.	
ADT	PRESENT: 3,000*	FUTURE: 4,800	YEAR: 95
REGION: 10	STATE NAME: Oregon	STATE CODE: 41	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave. & Guardrail	NATL. FOREST	FH ROUTE NO.
SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.
PL. AUTH YR	PROJECT NUMBER — PREFIX LETTER(S): RF-	NUMBER: 28	SEQ. NO.: (9)
CARD	CLASS OF FEDERAL FUNDS: Rural Primary	COUNTY NAME: Malheur	CODE: 045
ROUTE NO.	FEDERAL-AID: P 5	STATE: 7	U.S.: 20 26
	NAME OF URBAN AREA: --		

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43	53						
5					PE		Malheur River, east 11.7 mi. to Cairo Jct.					
5					ROW							
5					CONST (CODE) (Safety) 6201		"Vale-Cairo Jct. Sec."	11.54	900,000	703,700	196,300	
							PROJECT TOTALS	11.54	900,000	703,700	196,300	

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ROW-60
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CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

DHV 320

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

3-19-75

ADT	PRESENT: 3,000*	FUTURE: 4,800	YEAR: 95	REGION: 10

STATE NAME: Oregon
STATE CODE: 41
APPN CODE: 073
ITEM NO.: 43

ROJECT LOCATION (45 typewriter spaces): alheur R., E. 11.7 Mi. to Cairo Jct.

ED WORK (35 typewriter: ave. & Guardrail

NATL. FOREST:
FH ROUTE NO.:
[illegible]:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): RF-
NUMBER: 28
SEQ. NO.: (9)
I. Projects Only
POST MI. DESIG.:

OS: Rural Primary

COUNTY NAME: Malheur
CODE: 045

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: P
FEDERAL-AID: 5
STATE: 7
U.S.: 20 26

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WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Malheur River, east 11.7 mi. to Cairo Jct.						Gr., dr., high-type pave. overlay consisting of two 12' lanes with 5' paved shldrs. and safety revisions of roadway appurtenances (e.g., guardrail, minor drainage structures, etc.).
ROW								
CONST (CODE) (Safety) 6201		"Vale-Cairo Jct. Sec."	11.54	900,000	703,700	196,300		ROW-60' min.; Access control-partial; Park. restrictions-none.
		PROJECT TOTALS	11.54	900,000	703,700	196,300		

ED BY

REMARKS

M APPROVAL DATES

DHV 320

-OVER-

USCOMM DUSCOMM-DC 48905-P61

VALE-CAIRO JCT. SECTION
PROJECT NO. RF-28(9)

Existing Facilities:

MP 246.61 - MP 246.79 -- 20-foot oil mat with 2-foot shoulders.

MP 246.79 - MP 258.15 -- 22-foot bituminous surfaced with 6-foot shoulders.

Adjacent Facilities:

West End: 20-foot oil mat with 2-foot shoulders.
East End: 22-foot bituminous surfaced with 4-foot shoulders.

Project Data: The work consists of grade, drain and resurfacing with high-type pavement overlay. The existing facility to provide two 12-foot travel lanes with 5-foot paved shoulders and safety revisions of roadway appurtenances (e.g., guardrail, minor drainage structures, and etc.). Channelization (MP 248.71 to 248.90) for left-turn refuge for westbound traffic access to weigh station.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Miller Memorial Airpark (Vale) at west end of project and Ontario Municipal Airport on east end of project are both within two miles of the project. Runways are oriented such that the proposed work will not cause any conflict.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in the FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Pro dures" set forth in FHPM 6-8-2-1.

Public Hearings: Not required under the provisions of FHPM 7-7- paragraph 6c.

Location/Design: Not a factor in the development of this proje

NOTE:

(1) On-the job trainees, as set forth in FHWA order interi 7-2(2), on this project will be determined at P.S. & stage and the number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Projec under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety bene evident in improved vehicle control through (a) elimination of ruts in the wheel paths; (b) reduced tendency vehicle to hydroplane in wet weather because of water tention on the pavement; (c) increased visibility in we weather because of reduced vehicle spray; and (d) incre skid-resistant property of the pavement surface.

VALE-CAIRO JCT. SECTION
PROJECT NO. RF-28(9)

es:

MP 246.79 -- 20-foot oil mat with 2-foot

MP 258.15 -- 22-foot bituminous surfaced
t shoulders.

es:

0-foot oil mat with 2-foot shoulders.
2-foot bituminous surfaced with 4-foot
.

e work consists of grade, drain and resurfacing
vement overlay. The existing facility to pro-
travel lanes with 5-foot paved shoulders and
of roadway appurtenances (e.g., guardrail, minor
res, and etc.). Channelization (MP 248.71 to
-turn refuge for westbound traffic access to

ailroads, Airports, Water Developments, Historical
Areas: None involved.

morial Airpark (Vale) at west end of project and
unicipal Airport on east end of project are both
o miles of the project. Runways are oriented
the proposed work will not cause any conflict.

rements: Exempt from State Clearinghouse and
inghouse A-95 review under working agreements
1970 and August 11, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA, February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Public Hearings: Not required under the provisions of FHPM 7-7-5, paragraph 6c.

Location/Design: Not a factor in the development of this project.

NOTE:

(1) On-the job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 2.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (a) elimination of ruts in the wheel paths; (b) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (c) increased visibility in wet weather because of reduced vehicle spray; and (d) increased skid-resistant property of the pavement surface.

5172

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FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 18, 1975

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: **Vale-Cairo Junction**
Central Oregon Highway
Malheur County

TO: MEMORANDUM TO THE FILES

I discussed the subject project with W. E. Schwartz, Region Engineer March 17, 1975.

At his request the plans will be revised to eliminate the excavation and replacement of the shoulder surfacing.

FET:we
cc: W. E. Schwartz
Buz Swan
Clarence Gregg
C. G. Swenson
Fred Eriksen

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NL.ED
F. ERIKSEN

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
Bebruary 7,1975

SUBJECT: Safety Projects
Vale - Cairo Jct. &
Cairo Jct. - Nyssa
Central Oregon Hwy.

To: Mr. Hal Versteeg
Road Design Engineer
Salem, Ore. 97310

Following find location by mile point of sites that are considered to be hazardous areas on the subject projects. Notations as to the problem and possible methods of correction are included, along with photographs of each area.

Vale - Cairo Jct. Section

M.P. 246.61 Approach to W.B. structure needs guard rail installation to protect bridge ends and prevent vehicles from entering the Malheur River. Suggest 75 ft. of guard rail left and 100 ft. of guard rail right.
M.P. 247 - 247.05 Northbound lane could use additional 250 ft. of guard rail. Roadbed slope is approximately on 1½:1 and 10 to 12 ft. high.

M.P. 252.08 Northbound lane slope has two local depressions in the slope. One with a 18-inch culvert drain pipe, which has created considerable erosion and caused a hazard to any vehicle that might drive off the shoulder. A 20 ft. extension of this pipe and approximately 500 yds. of embankment would correct the problem.
M.P. 252.43 Northbound lane shoulder is narrowed by insufficient irrigation pipe length. A extension of 10 ft. would correct the problem. This pipe is believed to be a 36-inch arch but will need to be verified when ice and debris have been removed.
M.P. 253.05 - 253.2 Northbound lane shoulder has a hazardous area at the lower section of the hill. Right of Way limits prohibit flattening slopes. 750 ft. of guard rail would be required to satisfy this section.
M.P. 253.71 - 253.84 Southbound and M.P. 253.77 - 253.85 Northbound. Guard rail required in this section as 1½:1 slopes are between 15 and 20 ft. high. Right of Way limits prohibit slope flattening. Estimate 750 ft. southbound and 400 ft. northbound of guard rail needed to correct.

M.P. 255.38 Northbound and Southbound shoulders restricted by 72-inch siphon irrigation pipe. Concrete embedment could be extended on both sides of the roadway and embankment placed over the concrete to eliminate the hazard. Extend the concrete 15 ft. each side and fill over with approximately 200 yds of embankment. The District Engineer was contacted concerning this pipe,and he informed us the irrigation district was obligated by permit to perform any extension work at this crossing.

cont.

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
February 7, 1975

To: Mr. Hal Versteeg

SUBJECT: Safety Projects - Page 2

Cairo Jct. - Nyssa Section

M.P. 259.17 Northbound lane - combination siphon and diversion box located approximately 20 ft. from the highway centerline. Should be moved at least to the right of way boundary. One other siphon box is located immediately south of the box noted in the photograph, but is flush with the existing ground. This box is covered with a wooden plank top and should be moved out to the right of way boundary.
M.P. 260.15 Northbound lane irrigation drain ditch 12 to 15 ft. deep. Pipe of sufficient length. Slope from shoulder to pipe needs rebuilt, and guard rail installed to prevent vehicles from entering the ditch. 75 ft. of guard rail needed.
M.P. 261.67 Northbound irrigation drain ditch 12 to 15 ft. deep. 72-inch pipe needs extended 10 ft., slope rebuilt, and guard rail installed for the reason noted above. 75 ft. of guard rail.
M.P. 261.97 Northbound irrigation drain ditch 12 ft. deep. Extend 2 - 18-inch and 1- 30-inch pipes 10 ft. each. Rebuild slope and install 75 ft. of guard rail for the previously noted reason.
M.P. 263.16 Northbound and Southbound irrigation drain ditch 10 to 12 ft. deep. Extend 24-inch pipe 6 ft. left and right. Install 75 ft. of guard rail each side to protect traffic.
M.P. 263.66 Northbound and Southbound irrigation drain ditch 10 ft. deep. Install 75 ft. of guard rail each side to protect traffic.
M.P. 264.16 Northbound lane - siphon box located approximately 20 ft. from the highway centerline. Should be moved to at least the right of way boundary.

C. D. Hiatt
Res. Engr.
Ontario,

Encl:
cc: W. E. Schwartz

8174 Portland Area Signal Proj. 1975
between Portland and Gresham
(Traffic signal installation)

☆U.S. GOVERNMENT PRINTING OFFICE. 1974 — 732-626

STA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4-4-77	REPORT MADE BY C. T. Christianson		PROJECT NO. HHS-000S (1)
COMPLETION DATE 3-1-76	ACCEPTANCE DATE BY CONTRACT AGENCY 6-21-76	TIME ELAPSED 100 %	CONTRACT TIME 280 C.D.
APPROVED EXTENSIONS None	LOCATION Multnomah County, east of Portland City Limits.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND AREA SIGNAL PROJECT

This project was to upgrade the signal installations at nine intersections in the Portland Urban Area east of the City Limits. This work was eperformed as a series of spot safety improvements and provided for the installation of modern multiphase signals handling left turn movements and pedestrian facilities increasing the operational safety of the intersections.

Contract No. 8174 was awarded to Hansen Electric Co. of Coos Bay, Oregon, on May 2, 1975, at an amount of $238,850. The contract allowed 280 calendar days starting on May 27, 1975. Work started September 11, 1975, and was completed on March 1, 1976, within the specified contract time.

The final contract cost was $237,097. However, there was a 50% overrun in cost anticipated for testing the traffic controllers and a 100% underrun in contingencies. The total result was an overall underrun of 3.78%.

COPY
APR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE E. J. Valach	Original signed by E. J. Valach Dist. Engineer
TITLE Area Engineer	DATE 4-4-77	TITLE District Engineer	DATE 4-6-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8174

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

URBAN X
RURAL

PART A

STATE Oregon

Multnomah

HHS-000S(1)

DATE STARTED September 11, 1975

DATE COMPLETED March 1, 1976

Y031 0

20 243,969 0

21 -- 0

TOTAL NO. BRIDGES 0

REMARKS

PART B

30 LABOR TOTAL MAN HOURS 3,417 GROSS EARNINGS 46,416

6 CORRUGATED STEEL CULVERT

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES

9 402

1 CEMENT

6,131

138

32,660

FORM PR-47
REV. 9-74

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with [illegible] fund.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4, Sec. 2, Sub. Sec. 8.

A separate form should [illegible] more than one project, one form may be prepared for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, its data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined [illegible] It will be the State's [illegible] "Final [illegible] Materials and supplies. **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

Part A. - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL AID HIGHWAY PROGRAM MANUAL Vol. 6, Ch. 4 SEC. 1, SUB. SEC. 9)

"Final Construction Cost" [illegible]

"Length of Project" [illegible]

[illegible]

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous material as included in Item 12.

Item 4 - Report the lumber products purchased for and used on the project including plywood and pressed wood but excluding timber [illegible] guardrails and signs and lumber purchased for [illegible] projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet regardless of size.

Item 6 - [illegible] regardless of class, type, gauge or coating. [illegible] corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe [illegible]

Item 8 [illegible] structural steel, steel [illegible]

Item 9 [illegible] gasoline, diesel oil, [illegible] conversion [illegible]

Item 10 [illegible] explosives exclusive of [illegible]

Item 11 [illegible] concrete [illegible] precast units.

Item 12 [illegible] mixtures, [illegible] as they [illegible]

Item 13 [illegible] coating, [illegible] drain and [illegible]

Item 14 [illegible] linear feet of clay pipe and [illegible]

Items 15 and 95 [illegible] as sand, [illegible]

[illegible]

Items 17 [illegible]

Item [illegible] of the construction [illegible] the project, [illegible] and the cost of [illegible] Costs of [illegible] equipment [illegible] included in this [illegible] repair [illegible] items [illegible] included [illegible]

Item [illegible] lights [illegible] traffic [illegible]

Item 24 [illegible] bridge lighting [illegible] luminaires [illegible]

Item 25 [illegible] corrugated alumi[illegible]

Item 26 [illegible]

Item 30 [illegible] total earnings of all [illegible] including those on operation [illegible]

[illegible] be reported unless difficulties are encountered [illegible]

8174

15

June 25, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8174 awarded to Hansen Electric Company for the Portland Area Signal Projects on Multnomah County roads was completed on March 1, 1976, and accepted by the State Highway Engineer on June 21, 1976.

Final payment in the amount of $12,309.35 will be released to the contractor after June 30, 1976. The total contract amount is $237,219.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
R. N. Bothman

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPAR NT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: PORTLAND AREA SIGNAL PROJECTS

WEEK ENDING: MARCH 6, 1976

SECTION PREFIX: 526-1038

HIGHWAY: COUNTY ROADS

COUNTY: MULTNOMAH

NAME OF JOB: PORTLAND AREA SIGNAL PROJECTS

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HANSEN ELECTRIC COMPANY

CONTRACT NUMBER: 8174

FEDERAL AID PROJECT NUMBER: HHS-000S(1)

DATE OF CONTRACT: MAY 2, 1975

DATE WORK STARTED: SEPTEMBER 11, 1975

ESTIMATED COMPLETION DATE: MARCH 1, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 280

CALENDAR DAYS USED 280

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100.0 %

PROJECT AUTHORIZATION: $ 276,202.25

EXCLUSIVE OF ENGINEERING: $ 254,300.75

ENGINEERING AUTHORIZATION $ 21,901.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 244,855.00

ENGINEERING COST TO DATE $ 15,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96.4 %

ESTIMATED PERCENT UNDERRUN 3.7 %

PERCENT OF AUTHORIZATION 68.5 %

DATE PROJECT WAS COMPLETED. MARCH 1, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	BASES	CONDUIT	POLES	CONTR.	SIGNAL	SIGNS		PROT. & DIRECT.
PERCENT	100	100	100	100	100	100		100

CALENDAR	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	CLOUDY	1		
MONDAY	CLOUDY	1		
TUESDAY	PT. CLOUDY	0		PROJECT COMPLETED EXCEPT FOR MISC. CLEANUP.
WEDNESDAY	CLOUDY	0		K
THURSDAY	PT. CLOUDY	0		
FRIDAY	PT. CLOUDY	0		
SATURDAY		0		

Routing
RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

FEB 29 SUNDAY	NO ACTICITY
MAR 1 MONDAY	NO ACTIVITY
MAR 2 TUESDAY	NO ACTIVITY
MAR 3 WEDNESDAY	OSHD resident engineer and inspector inspected the project and made the final cleanup list.
MAR 4 THURSDAY	NO ACTIVITY
MAR 5 FRIDAY	NO ACTIVITY
FEB 28 SATURDAY	NO ACTIVITY

REMARKS

SUMMARY: NO ACTIVITY

ANTICIPATED: Misc. cleanup.
Final Inspection will be held within two weeks.
Semi-Final estimate will be submitted by April 1, 1976.

THIS WILL BE THE LAST WEEKLY REPORT SUBMITTED.

SIGNED Jerry C. Street LOCATION PORTLAND
JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

orm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	ATE Oregon COUNTY Multnomah PROJECT NO. HHS-000S(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland Urban Area E. of City of Portland

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-31-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 270,735	$ 243,661

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

STATE COPY

Oregon State Highway Division
Salem, Oregon, May 7, 1975

Federal-aid Project
No. HHS-000S(1)

PORTLAND AREA SIGNAL PROJECT
COUNTY ROADS IN MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 8,000.00
	Total		$ 8,000.00

Type Code Y031 Traffic Signals (9 Intersections)			
Temporary Protection and Direction of Traffic	All Required		$ 3,650.00
Temporary Signs	400 sq.ft.	5.00	2,000.00
Flagmen	300 hour	14.00	4,200.00
Traffic Signal Installation, Complete	All Required		229,000.00
	Subtotal		$238,850.00
	Signal Control Testing		4,500.00
	Engineering		19,385.00
	Total		$262,735.00

Length of Project - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	County Funds
P.E.	$ 8,000.00	$ 7,200.00	$ 800.00
Traffic Signals	262,735.00	236,461.00	26,274.00
Totals	$270,735.00	$243,661.00	$27,074.00

Group 1 - 100%

Prefix: P.E. 326-1908 526-1038

Contract No. 8174

314

R

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-000S(1)

STATE PROJECT NO.: Portland Area Signal Project

PROGRAM NO.:

COUNTY NAME: Multnomah

FROM:
G. L. Green, Division Engineer
Salem, Oregon

ITEM NO.: HHS-12

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | ✓

DATE PS&E APPROVED: April 2, 1975

DATE AUTHORIZATION EFFECTIVE: April 2, 1975

FEDERAL ROUTE NUMBER: Various

STATE ROUTE NUMBER: Various

GENERAL LOCATION:

Portland Urban Area East of City of Portland

GENERAL DESCRIPTION OF WORK:

Traffic Control Signals at 9 Intersections

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PS&E documents for the subject project have been reviewed and are approved.

Mr. Rulien's March 31, 1975 request and certifyng statements are accepted.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: April 14, 1975

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

174

TRANSACTION NUMBER 11-10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 10-31-74
BY (Signature): L.W. RULIEN'S OCTOBER 18, 1974 LETTER
TITLE: PROJECT MANAGEMNT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1*: ITEM NOS. ______ THRU ______
STAGE 2: ITEM NOS. 12 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	WORK
12	HHS-000S(1)	0.0	318,200	286,380	PORTLAND AREA SIGNAL PROJECTS - CITY OF PORTLAND, MULTNOMAH COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING - TRAFFIC SIGNALS AT 9 INTERSECTIONS.

11-1-74
ORIGINAL TO
L.W. Rulien

YES
1'74
REFER TO
FOR

NOTED
E. S. HUNTER

RECEIVED
NOV 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 10-31-74
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

R

FORM E-30

OREGON STATE HIGHWAY DIVISION PRO 4-3

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE October 31, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Portland Area Signals Project, Multnomah County, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:ljt

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
Gary A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
E. L. Hardt, Region 1
R. N. Bothman, Metro
H. E. Woodward, District Engineer

APPROVED
ES Hunter
E. S. Hunter
Date 11-1-74

11-1-74
cc: Rulien

RECEIVED
OCT 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

74

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 22, 1974

In reply refer to: 1041DA.1/090.2

SUBJECT: Environmental Assessment Report
Portland Area Signals Project

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The environmental assessment covering the subject project has been reviewed and found to be satisfactory. It is agreed that a negative declaration would be appropriate and a public hearing is unnecessary.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

ENG
24 '74
REFER TO
FOR

10-25-74
CC: Rulien
Potter

RECEIVED
24 1974

71

R

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 8, 1974

A. PROJECT IDENTIFICATION

Name of Project Portland Area Signals Project (Section) HHS-0005(1)

Location of Project --- (Highway Name) --- (Highway No., US - ORE)

Portland (City) Multnomah (County) METRO (Region)

Program HH Sec. 209 (Funding) $319,000 (Estimated Cost) ----- (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This assessement covers nine signalization improvements.

Six revisions:
- S.E. Stark St. @ 181st Ave.
- S.E. Division St. @ 92nd Ave.
- S.E. 122nd Ave. @ Stark St.
- S.E. 122nd Ave. @ Division St.
- N.E. Glison St. @ 102nd Ave.
- E. Burnside St. @ 181st Ave.

Three installations:
- S. E. Division @ 202nd Ave.
- 202nd Ave. @ Burnside St.
- S.E. 202nd @ Stark St.

Origin and History:

(See Attachment)

C. DESCRIPTION OF PROJECT

Length Nine separate intersections signalizations.

Termini

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
PROJECT

(Form (1) 9-74)

1. Six intersections recommended for upgrading of signalization:

   a. Existing signalization has an average age of ten years or greater and consists of pretimed two and three-phase signals.

   b. Signal warrant investigations (May 1974) recommends existing traffic signals be revised and fully actuated eight-phase signals.

   c. Traffic accidents have averaged 62.3/yr. between 1971-73. 342 persons suffered injuries in the same time span. Two persons were killed. Of the total accidents 58 could have been prevented if signalization was adequate.

   d. Effects of signalization will include increased safety and improved driving conditions. Due to improved auto conditions, acoustics and air quality (CO, HC) levels can be expected to have negligible changes.

2. Three intersections recommended for signal installations:

   a. Existing facilities:

      S. E. 202nd @ Stark ⎤
      S. E. 202nd @ Burnside ⎦ — 12" Flashing beacons at all approaches
      S. E. Division @ 202nd -- None

   b. Signal warrant investigations (May 1974) recommend two-phase fixed time signals be installed at these three intersections. Development of S. E. Division @ 202nd is contingent upon signals being installed on 202nd Avenue at Burnside and Stark Street.

   c. Traffic accidents have averaged 28/yr. between 1971-73. 60 persons suffered injuries and 3 were killed during the same time span. 15 accidents were preventable if signalization would have been adequate.

   d. Effects of signalization will include increased safety and improved driving conditions. Due to improved auto conditions, acoustics and air quality (CO, HC) levels can be expected to have negligible changes.

[illegible]

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None is required.

Typical Section

Structures

Characteristics (ADT)

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None are appropriate.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Tentative Date(s)

Type

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project is located in a total urban area and is not in conflict with natural environments.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

The existing right-of-way at each intersection is adequate for resignaling purposes.

Consequences:

No additional development of right-of-way is anticipated.

2. Estimated Changes in Traffic Patterns:

The installation and upgrading of signalization will not change the traffic patterns of the intersections.

Consequences:

Safety and smooth traffic flow will improve use of the streets associated with the intersections.

3. Estimated Changes in Land Use:

Land use will not be affected by resignalization.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None are anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Insignificant acoustical and air pollution impacts may occur at some intersections.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None are evident.

7. Potential for Controversial Issues:

None are evident.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	XXX		
Air Quality Engineer	XXX		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

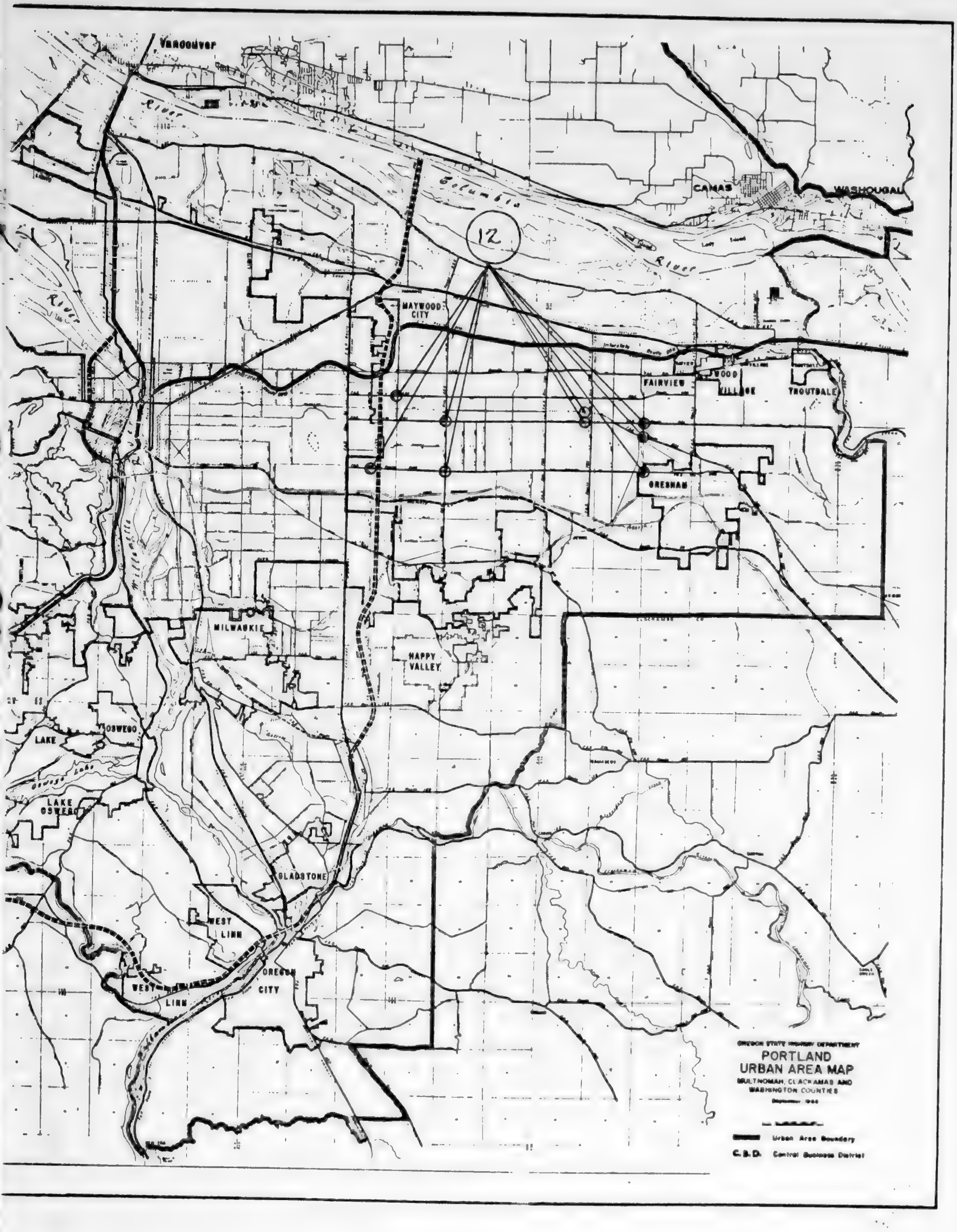
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________


Vancouver
River
Columbia
River
CAMAS
WASHOUGAL
12
MAYWOOD CITY
FAIRVIEW
WOOD VILLAGE
TROUTDALE
GRESHAM
MILWAUKIE
HAPPY VALLEY
OSWEGO
LAKE
LAKE OSWEGO
GLADSTONE
WEST LINN
WEST LINN
OREGON CITY
OREGON STATE HIGHWAY DEPARTMENT
PORTLAND
URBAN AREA MAP
MULTNOMAH, CLACKAMAS AND
WASHINGTON COUNTIES
Urban Area Boundary
C.B.D. Central Business District

8/74

R

[illegible] 6-2

October 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-000S(1)

We are submitting program data for one project, Item No. 12, Project No. HHS-000S(1), "Portland Area Signal Projects", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-aid Highway Program Manual.

Enclosed are narrative, accident data and signal warrants prepared by our Traffic Section for each intersection included in the project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

JG:bb

Inc.

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO D.O.

FORM PR-1
(REV. 4-61)

10-18-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Portland Urban Area E. of city of Portland 21 65	ADT	PRESENT *	FUTURE * (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STAT CODE 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) HHS- 14 23	NUMBER 000S	SEQ. N (1)

CARD	CLASS OF FEDERAL FUNDS (Section 209) High-Hazard Locations	COUNTY NAME Multnomah	CODE 051 (14) (16)			
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U S	FEDERAL-AID Various (32)	STATE - - (36)	U.S. - - (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53	Portland Urban Area E. of city of Portland	(54) (58)	(59) (66)	(67) (76)			P.E. a Inst. signa sectio
5					**PE** TOPICS			0.0	9,200	8,280		920 (Co.)	
5					**ROW**								
5					**CONST** (CODE) TOPICS Y031		"Portland Area Signal Projects"	0.0	309,000	278,100		30,900 (Co.)	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	318,200 (16) (23)	286,380 (24) (33)		31,820 (Co.)	
1	14	PROGRAM APPROVAL DATES					REMARKS		

*See attached exhibit "A".

-C

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

10-18-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Portland Urban Area E. of city of Portland 21 65	**ADT**	PRESENT *	FUTURE * (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 142 (4) (9)	ITEM NO. 12 (14) (18)

SED WORK (35 typewriter ignals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	GA CLASSIF. (70)	UA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) HHS- 14 23	NUMBER 000S 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

OS (Section 209) High-Hazard Locations	COUNTY NAME Multnomah	CODE 051 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
Portland	ROUTE NO. U S	FEDERAL-AID Various (32)	STATE - - (36) (37)	U.S. - - (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	 FEDERAL FUNDS	 STATE FUNDS	 OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
PE TOPICS		Portland Urban Area E. of city of Portland	0.0	9,200	8,280		920 (Co.)	P.E. all phases; Inst. traffic control signals at 9 intersections.
ROW								
CONST (CODE) TOPICS Y031		"Portland Area Signal Projects"	0.0	309,000	278,100		30,900 (Co.)	
BY		PROJECT TOTALS	0.0	318,200	286,380		31,820 (Co.)	
APPROVAL DATES				(16) (23)	(24) (33)	REMARKS		

*See attached exhibit "A".

-over-

PORTLAND AREA SIGNAL PROJECTS

PROJECT NO. HHS-000S(1)

Existing Facilities: See attached exhibit "A".

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

   Note: Multnomah County may perform the majority of the preliminary engineering and the State will review and participate in preparation of final plans, specifications and estimate.

2. Install traffic control signals at 9 intersections located in the urban area east of the city of Portland. For signal type see attached exhibit "A".

   Note: Multnomah County may perform the construction engineering with the contracting and required supervision by the State.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on noninterstate Federal-aid highway systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving Procedures set forth in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid Highway Program Manual.

NOTE: This project is in Congressional District No. 3.

PORTLAND AREA SIGNAL PROJECTS

PROJECT NO. HHS-000S(1)

xisting Facilities: See attached exhibit "A".

roject Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

   Note: Multnomah County may perform the majority of the preliminary engineering and the State will review and participate in preparation of final plans, specifications and estimate.

2. Install traffic control signals at 9 intersections located in the urban area east of the city of Portland. For signal type see attached exhibit "A".

   Note: Multnomah County may perform the construction engineering with the contracting and required supervision by the State.

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NOTE: This project is in Congressional District No. 3.

PORTLAND AREA SIGNAL PROJECTS

PROJECT NO. HHS-000S(1)

EXHIBIT "A"

No.	Intersection	No. of Lanes	Pave. Width (feet)	Left Turn Lane	ADT 1974	ADT 1994	Existing Signals	Proposed Signals	Remarks on 1994 ADT
1.	SE Stark St. (FAS 641)	4	64	Yes	15,000	20,000	Flashing beacons	2-Phase pretimed	
	SE 202nd Ave.	2	22	No					
2.	SE Burnside St. (FAU 5022)	2	24	No	19,000	29,000	Flashing beacons	2-Phase pretimed	
	SE 202nd Ave.	2	22	No					
3.	SE Stark St. (FAU 1114)	4	72	Yes	33,000	35,000	2-Phase fixed-time	Multi-phase fully-actuated	
	SE 181st Ave.	4	72	Yes					
4.	SE Division St. (FAS 646)	4	76	Yes	36,000	38,000	2-Phase fixed-time	Multi-phase fully-actuated	
	SE 92nd Ave.	4	66	Yes					
5.	SE 122nd Ave. (FAS 654)	4	76	Yes	43,000	30,000	3-Phase fixed-time	Multi-phase fully-actuated	I-205 assumed completed
	SE Stark St. (FAU 1114)	4	76	Yes					
6.	NE 102nd Ave. (FAS 951)	2	66	Yes	43,000	27,000	2-Phase fixed-time	Multi-phase fully-actuated	I-205 assumed completed
	NE Glisan St. (FAS 638)	2	66	Yes					
7.	SE Division St. (FAS 646)	4	76	Yes	46,000	36,000	3-Phase fixed-time	Multi-phase fully-actuated	I-205 assumed completed
	SE 122nd Ave. (FAS 654)	4	76	Yes					
8.	181st Ave.	4	72	Yes	32,500	36,000	2-Phase fixed-time	Multi-phase fully-actuated	
	E. Burnside St. (FAS 582)	4	72						
9.	SE Division St. (FAS 646)	4	80	Yes	15,000	24,000	None	2-Phase fixed-time	
	SE 202nd Ave.	2	24	No					

NOTE:
(1) Top street is major street except intersection Nos. 3 and 7 both streets are major.
(2) ADT is count entering intersection.
(3) 1974 ADT assumes high-level transit system functioning.

174

FORM E-30

R

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE July 11, 1974

TO MEMO TO FILE

FROM L. E. George
Traffic Engineer

SUBJECT Signal Revisions
City of Portland

The Highway Division is aware of needed work involving certain revisions pertaining to seventeen intersections in Portland.

In April of 1973 the Highway Division advised the City that no work involving the signal system could be contemplated before the beginning of the fiscal year. Subsequent to that letter, Highway Division budgetary revisions resulting from legislative action and fuel tax revenue decreases required that this work be further delayed.

When funds become available, the revision work involving the signal system will be scheduled.

LEG:kw
Attachment

cc: R. L. Schroeder
E. L. Hardt

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8176 Oak Crest Farm Sec. of Salem- 1975
Dayton Hwy. N. of Salem
(Grading & paving)

8, 76

COPY

15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-542 55	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Polk
MODIFICATION NUMBER 3	10 28 76	Project Number RS-252(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 13, 1975 , 19 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 277,669	$ 277,669
Federal funds	$ 217,100	$ 238,240
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $39,429.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, October 15, 1976

Federal Aid Project
No. RS-252(5)

Oak Crest Farm Section
Salem-Dayton Highway In Polk County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 184+00 to Sta. 216+00)

Total same as previous estimate of October 31, 1975 $277,669.00

Length of Project - - - - - 0.606 mile

Cost of Roadway per mile - - - - - $458,199.67

*Federal Funds - $238,240.00

State Funds - 39,429.00

$277,669.00

Group 1-100%

Contract 8176

Prefix 127-1082

*Increase federal aid pro rata to 85.8%

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-132

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Polk

Project Number RS-252(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 277,669	$ 277,669
Federal funds	$ 217,100	$ 277,669
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 60,569."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-121 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	TATE Oregon COUNTY Polk PROJECT NUMBER RS-252(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 222,533	$ 277,669
Federal funds	$ 173,998	$ 217,100
Other revisions		

This modification is made for the following reasons:

Increase in quantities and additional items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of November, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green (Division Engineer)

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 31, 1975

Federal-aid Project
No. RS-252(5)

OAK CREST FARM SECTION
SALEM-DAYTON HIGHWAY IN POLK COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 184+00 to Sta. 216+00)

Subtotal on previous estimate
of May 7, 1975 — $196,064.50

Previous Estimate

Flagmen	240 hour	13.00	3,120.00
General Excavation	31,910 cu.yd.	0.75	23,932.50
Trench Excavation	290 cu.yd.	6.00	1,740.00
1" - 0 Aggregate Base	13,500 ton	3.54	47,790.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,200 ton	9.21	38,682.00
Asphalt Cement in Mixture	270 ton	65.00	17,550.00
8-inch Drain Pipe	1,260 lin.ft.	4.50	5,670.00
			$138,484.50

Revised Estimate

Flagmen	462 hour	13.00	$ 6,006.00
General Excavation	36,705 cu.yd.	0.75	27,528.75
Trench Excavation	547 cu.yd.	6.00	3,282.00
1" - 0 Aggregate Base	15,692 ton	3.54	55,549.68
Class "B" or Class "C" Asphalt Concrete Mixture	4,634 ton	9.21	42,679.14
Asphalt Cement in Mixture	306 ton	65.00	19,890.00
8-inch Drain Pipe	2,146 lin.ft.	4.50	9,657.00
PA 1 15-inch Culvert Pipe	98 lin.ft.	10.50	1,029.00
EWO 1 Furnish and Place Pit-run Rock	All Required		8,402.65
EWO 2 Lime Treated Subgrade	All Required		9,055.53
EWO 3 Detour Patching	All Required		791.85
			$183,871.60
	Increase		45,387.10
	Subtotal		$241,451.60
	Engineering		36,217.40
	Total		$277,669.00

Length of Roadway - - - - -	0.606 Mile
Cost of Roadway Per Mile- -	$458,199.67

Federal Funds -	$217,100.00
State Funds -	60,569.00
Total	$277,669.00

Group 1 - 100%

Contract No. 8176

Prefix: 127-1082

5176

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

3/11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

R

Form Approved; O.M.B. No. 04-R2089

STATE **Oregon**

COUNTY **Polk**

PROJECT NO. **RS-252(5)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 221, 0.3 Mi. N. Salem NCL N. 0.6 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	4-1-75	0.606

FUNDS **Pro Rata 78.19%**

ESTIMATED TOTAL COST OF PROJECT
$ **222,533**

FEDERAL FUNDS
$ **173,998**

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

B. L. Green
(Division Engineer)

Date executed by Division Engineer ______________________

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 7, 1975

Federal-aid Project
No. RS-252(5)

OAK CREST FARM SECTION
SALEM-DAYTON HIGHWAY IN POLK COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 184+00 to Sta. 216+00)

Mobilization	All Required		$ 24,000.00
Temporary Protection and Direction of Traffic	All Required		2,600.00
Temporary Signs	230 lin.ft.	3.50	805.00
Temporary Barricades	2 only	200.00	400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 lin.ft.	12.00	600.00
Flagmen	240 hour	13.00	3,120.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		300.00
Ditch Excavation	300 cu.yd.	2.00	600.00
General Excavation	31,910 cu.yd.	0.75	23,932.50
Trench Excavation	290 cu.yd.	6.00	1,740.00
Finishing Roadbed and Slopes	All Required		7,000.00
Obliteration of Roadway	All Required		500.00
Watering	380 M-gal.	12.00	4,560.00
1" - 0 Aggregate Base	13,500 ton	3.54	47,790.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,200 ton	9.21	38,682.00
Asphalt Cement in Mixture	270 ton	65.00	17,550.00
12-inch Culvert Pipe	302 lin.ft.	6.00	1,812.00
18-inch Culvert Pipe	208 lin.ft.	8.50	1,768.00
Concrete Inlet, Type G-2MA	1 only	500.00	500.00
6-inch Drain Pipe	120 lin.ft.	4.50	540.00
8-inch Drain Pipe	1,260 lin.ft.	4.50	5,670.00
Special Filter Material in Drains	190 cu.yd.	6.00	1,140.00
Guard Rail, Type 1	50 lin.ft.	8.50	425.00
Rail End Pieces, Type A	4 only	15.00	60.00
Extra for Asphalt Approaches	8 only	120.00	960.00
Paved Culvert End Slopes	150 sq.ft.	10.00	1,500.00
Guide Posts	30 only	15.00	450.00
Roadside Seeding and Mulching	4 acre	440.00	1,760.00
			$192,764.50

Additional Items		
Permanent Signing	All Required	$ 500.00
Permanent Pavement Striping	All Required	200.00
Stage Construction Striping	All Required	600.00
Temporary Erosion Control	All Required	2,000.00
		$ 3,300.00
	Subtotal	$196,064.50
	Engineering	26,468.50
	Total	$222,533.00

Length of Roadway - - - - - -	0.606 Mile
Cost of Roadway Per Mile- - -	$367,216.17

Federal Funds -	$173,998.00
State Funds -	48,535.00
Total -	$222,533.00

Group 1 - 100%

Contract No. 8176

Prefix No. 127-1082

OAK CREST FARM SECTION

Nonparticipating - State Work

Setting Mailbox Posts (Bid Item)	6 only	50.00	$ 300.00
Furnish Mailbox Posts	All Required		75.00
			$ 375.00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

December 29, 1975

C. G. Swenson

FROM: C. G. Swenson
Specifications Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Payment of Interest on Final Payment due the Contractor ORS 279.575

NOTED
E. S. HUNTER

The subject law was amended by the 1971 Legislature to provide for the payment of interest by the public body to the contractor on final payments due the contractor beginning 30 days after the work has been completed.

Pursuant to this law, Subsection 109.12 of our specifications was amended to provide for payment at the rate of 1 percent per month on money due the contractor beginning 30 days after the date of final acceptance.

Our current procedure is that the date of final acceptance is the date of the third notification on Form E-233 which is the date that the engineer makes the determination that the contractor has completed all his obligations under the contract. A copy of a sample Form E-233 is attached.

Our Finance Branch is notified of the "3rd notification" date and they compute interest due the contractor based on the elapsed time between 30 days after the third notification date and the date the final payment check is mailed to the contractor.

CGS:fw
Enc.

HWY ENG
DEC 30 '75
REFER TO Skoog

1-5-76
Also give me
a recap of interest
paid out during 1975.
Ed.

RECORD OF JOB DISBURSMENT FOR 12/75

MONTH YEAR VOUCHER NO PREFIX FUNCTION BRIDGE OBJECT P/N FUND TOT

Interest paid on contracts during calendar 1975 13,

E.S. HUNTER

RECORD OF JOB DISBURSMENT FOR 12/75

CHER NO	PREFIX	FUNCTION BRIDGE OBJECT P/N FUND	TOTALS
Interest paid on contracts during calendar 1975			13,242.59

E.S. HUNTER

Form [illegible]

OREGON STATE HIGHWAY DIVISION

Notification of Commencement and Completion Dates for Contract Projects

Section	Oak Crest Farm	Contract No.	8176
Kind of Work	Grading	F. A. Project No.	RS 252(5)
Highway	Salem-Dayton	Date of Award of Contract	May 2, 1975
County	Polk	Specified Work Days	140
Contractor	Salem Road and Driveway Co.	Work Day Count Starts	May 27, 1975

First Notification:

Commencement date May 19, 1975

Second Notification:

Completion date October 15, 1975 Work Days Used 123

Third Notification: Revised

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site and submitted all certifications, bills, forms and documents required under this contract November 25, 1975

Date November 20, 1975

Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed; and third, the date on which the removal of equipment and the cleaning of the site is completed, and all certifications, bills, forms and documents required under this contract have been submitted. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Construction Engineer [illegible] copy is to be sent to the Region Engineer. The triplicate copy is to be retained by [illegible]

SP [illegible]

8176

December 12, 1975

St. Paul Fire & Marine
Insurance Company
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On November 26, 1975, we wrote to you concerning release of final payment on Contract No. 8176 awarded to Salem Road & Driveway Company for work on the Oak Crest Farm Section of the Salem-Dayton Highway in Polk County.

Final payment on this contract is $10,918.09 and the total contract amount is $240,214.93 including $19,020.10 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Oak Crest Farm Section
Contract No. 8176
Increase in Project Authorization

This project was completed October 15 and final cost information indicates that a second increase in authorization is required. A 13.6 percent increase was approved at your August 27 meeting. When that request was submitted, the project was about 71 percent completed and, even though that request included a 4.5 percent allowance of the unfinished work for future contingencies, the unforeseen problems encountered thereafter through Stage 3 of the project have resulted in a 7.9 percent overrun of the revised project authorization.

A soft subgrade at the south end of the project caused a 70 percent overrun in 8-inch drain pipe and the heavy rains in August caused this section to groove under traffic. Additional rock to replace the unsuitable subgrade material was required along with more flagging time to accomplish the added work under traffic. (An extra lift of paving was necessary to finally stabilize the section).

This was a federally funded rural secondary project and the added work contributing to the overrun was all federal participating.

Your approval is requested of an increase of $20,050.07 to a new total project authorization of $273,220.00. This will be on the agenda for your consideration at the November 25 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter (w/forms)
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Gary Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 14, 1975

FILE: CON 5 #8176

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Oak Crest Farm Section
Contract No. 8176
Increase in Project Authorization

This project was completed October 15 and final cost information indicates more than the allowable 5 percent overrun of the present project authorization. A 13.6 percent increase was approved by the Transportation Commission at their August 27 meeting. When that request was submitted, the project was about 71 percent completed and even though that request included a 4-1/2 percent allowance of the unfinished work for future contingencies, the unforeseen problems encountered thereafter through Stage 3 of the project, have resulted in a 7.9 percent overrun of the revised project authorization. A soft area in the south end of the project caused a 70 percent overrun in 8 inch drain pipe and the heavy rains in August caused this section to groove under Stage 2 traffic so an extra lift of paving was applied to stabilize it.

The Resident and Region Engineers' transmittals of this overrun request are also attached for your information. A rough draft letter to the Transportation Commission requesting an increase of $20,050.07 to a new total project authorization of $273,220.00 is attached. This was a federally funded rural secondary project and the added work contributing to the overrun was all participating.

JAB:fr

Att.

cc: Robert Church

RECEIVED
NOV 17 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 22, 1975
Salem, Oregon

FILE: 127-1082

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Second Expected Overrun
Oak Crest Farm Section
Salem-Dayton Highway
Contract 8176

Routing
RECEIVED
OCT 23 1975
CONSTRUCTION
SECTION
___ Keasey
✓ Bond
___ Jackmond
___ Harwood
___ Johnsen
___ Walker
___ Richards
___ Glenn
___ Berg

To our embarassment, we now find the need for another overrun authorization on the Oak Crest Farm Section. We presently estimate a total $273,220.00 cost. This is $20,050.07 or 7.9% overrun of the increase granted in August.

The reasons for the overrun are detailed in Resident Engineer Loren Weber's attached October 14, 1975 letter and on the formal request. The major reasons relate to soft foundation, stage construction, paving problems, and engineering overruns.

From Mr. Weber's letter you might think he had engineering personnel which were not busy. This is not the case. He had no excess personnel that could be loaned to other projects. It is simply that if he had of had other projects assigned to him, the personnel that he did have assigned could have been used more efficiently. The engineering overrun relates back to our now having less engineering funds, because of an allowance elimination, than we used to have. Yet, costs continue to rise.

Your formal approval of this second request is recommended.

GWW/dea
Attach.
cc: Loren Weber

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 127 1082

Salem

10- 14-75

Loren A Weber

FROM: Loren A. Weber
Resident Engineer

TO: Gerald Wimer
Reg. const. Engr.

SUBJECT: Request For Additional project Authorization
Oak Crest Farm Section
Salem Dayton Highway
Cont. # 8176

The attached project over run request of $ 20,050.07 or 7.9% breaks down into essentially two parts.

1. Contract Bid Items and Extra Work
13,050.07 or 5.1%

2. Engineering 7,000.00 or 2.8%

The Contract Items have been covered in the report.
The overall Engineering comes to 13.3% which is 4.3% above the theoretical allowable amount.
Before the work began, we staffed for 4 projects with the thought that probably (3) would be going at the same time, this proved to be generally correct we planned one survey crew to handle all of the projects along with an inspector and an aid or trainee to work the individual jobs.

The Engineering on this and one other have substantially over ran while the other 2 were pretty close though over running somewhat this job dragged on longer than it should have mainly because of the problems the contractor had with the earth work. The final figure was 36700 yards but due to the confined area of operation and the wet soil conditions, there were days when the contractor could move only 1000 yards and some when due to wet weather, he couldnot work at all. This coupled with the 3 stage constr. requarements each of which needed line and grades for earth work and rock have caused the over run.

8176

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oak Crest Farm

WEEK ENDING: 11/1/75

SECTION PREFIX: 127 1082

HIGHWAY: Salem Dayton

COUNTY: Polk

NAME OF JOB: Oak Crest Farm

KIND OF WORK: Grade and Pave

CONTRACTOR: Salem Road & Driveway Co.

CONTRACT NUMBER: 8176

FEDERAL AID PROJECT NUMBER: RS 252 (5)

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 19, 1975

ESTIMATED COMPLETION DATE: October 15, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 140

CALENDAR DAYS USED 138

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 253169.93

EXCLUSIVE OF ENGINEERING: $ 228169.93

ENGINEERING AUTHORIZATION $ 25000

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: [illegible]

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 239900

ENGINEERING COST TO DATE $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: [illegible]

ESTIMATED PERCENT: OVERRUN / UNDERRUN [illegible] %

PERCENT OF AUTHORIZATION [illegible] %

DATE PROJECT WAS COMPLETED: [illegible]

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.6	0.6			
MILES PARTIALLY COMPLETED	0.6	0.6			0.6
MILES COMPLETED					0.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	32500 yds	15500 tons			
TOTAL QUANTITIES CORRECTED TO DATE	37000 yds	15690 tons			4200 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37000 yds	15690 tons			4634 tons
AVERAGE DAILY QUANTITIES	0				4634 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done			0
NUMBER OF SHIFTS PER DAY					Done
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
NOV 3 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	
27 MONDAY	[illegible]
TUESDAY 28	Same as Yesterday
29 WEDNESDAY	Same as Yesterday
THURSDAY 30	[illegible]
31 FRIDAY	
SATURDAY	

REMARKS

[illegible].

[illegible].

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 19, 1975

TO Oregon ~~Transportation~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Oak Crest Farm Section
Contract No. 8176
Request for Additional Authorization

An overrun of 13.6 percent is expected on this project which is under way on the Salem-Dayton Highway in Polk County. Salem Road & Driveway Company is the contractor and the project is now about 71 percent completed.

The project requires construction of new roadbed cut and fill through three stages of traffic on a new alignment through two curves. Two problems encountered in this work account for the overrun. The general excavation and aggregate base items will overrun because the cut to fill quantities did not balance during the separate traffic handling stages.

In addition to the material balance variations, the excavation material itself has required lime treatment at subgrade level and some soft foundation area in the fill required the addition of pit run rock. Three extra work orders related to these subgrade problems amount to over $15,000. Available contingency funding in the original authorization was used for the contract quantity increases required by the stage construction.

This is a rural Secondary Federal-Aid project, and all of the overrun is expected to be participating by the Federal Highway Administration. I request your approval of an increase of $30,211.09 to a new total authorization of $253,169.93. This item will be on the agenda for the August 27 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
C. T. Keasey
Bob Church
L. W. Rulien
C. O. Fredrickson
Vern Skoog
Gary Sund
Jack Graham JAB:fr dny

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 18, 1975

FILE: CON 5 #8176

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Oak Crest Farm Section
Contract No. 8176
Request for Additional Authorization

An overrun of 13.6% is expected on this project which is underway on the Salem-Dayton Highway. The project is about .6 mile long and covers grading on revised alignment to ease off the curvature on two reversing curves. Salem Road & Driveway Company is the contractor and the project is now about 71 percent completed. The project requires construction of new roadbed cut and fill through three stages of traffic. Two problems encountered in this work account for the overrun. The general excavation and aggregate base items will overrun because the cut to fill quantities did not balance during the separate traffic handling stages. Stage 1 cut area had to be left above grade because of insufficient fill area to handle it during Stage 1 traffic on the fill. This causes a waste of both base rock and excavation material out of the cut on Stage 3. In addition to these material balance variations, the excavation material itself has required lime treatment at subgrade level and some soft foundation area in the fill required the addition of pit run rock. Three extra work orders related to these subgrade problems amount to over $15,000. Available contingency funding in the original authorization were used up just covering the contract quantity increases required by the stage construction. Additional engineering cost and provision for contingencies on the uncompleted work account for another $13,000 of the overrun request.

This is a rural secondary federal-aid project and all of the overrun is expected to be participating. A rough draft letter to the Transportation Commission requesting an increase of $30,211.09 to a new total authorization of $253,169.93 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
AUG 18 1975
Office of
Assistant State Highway Engineer

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

DATE April 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Oak Crest Farm Section
Salem-Dayton Highway
Polk County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

APPROVED
ESH
E. S. Hunter
Date 4-8-75

4-8-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2/26/75

A. PROJECT IDENTIFICATION

Name of Project Oak Crest Farm (Section) RS-252(5)

Location of Project Salem-Dayton (Highway Name) Ore 150 (Highway No., US - ORE)

(City) Polk (County) 2 (Region)

Program F.A.S. (Funding) (Estimated Cost) 127-1422 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a short section of highway to improve the grade and alignment of the existing facility.

Origin and History: Location and design completed in late 1966. Right-of-way has subsequently been acquired.

C. DESCRIPTION OF PROJECT

Length 0.7 mile.

Termini The southerly terminus is near M.P. 17.2, approximately 3.5 miles north of the Salem-Dayton highway intersection with Edgewater St. N.W. in Salem. The northerly terminus is at M.P. 16.5.

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
3 PROJECT
NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use)

No additional right of way will be required.

Typical Section Existing facility has two 12-foot travel lanes with 3-4 foot paved shoulders. Proposed are two 12-foot travel lanes with 8 foot shoulders.

Structures None.

Characteristics (ADT) The ADT for 1973 was 3,000 vehicles of all types. The 1975 projection is for 3,100. The 1995 projection is for 6,500.

Other General Information (or Supplemental information to items)

Stage construction would be required to maintain traffic flow during construction.

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The original design approval (8-25-66) was for 12 foot travel lanes with 10 foot paved shoulders. Eight foot paved shoulders are now proposed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

A gently rolling rural area with the natural vegetation confined to fence rows, edges of roads and the minor drainageways of the area. The land is well drained and the soils are quite fertile producing good farm crops. There are no mjor drainage ways within the project section.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The existing land use is diversified farming. Residential housing is confined to farm homes and are scattered, usually well set back from the highway. The proposed changes in alignment will move the highway closer to two of these houses. Estimated noise levels at the front of the closest house is within the FHWA standards. However, during the harvest season, when truck traffic increases, the noise standard may be exceeded at times. Air quality is good except in the late summer and fall when field burning creates considerable smoke. Utilities consist of power and telephone systems. These utilities will be affected by construction.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Right of way has been acquired.

Consequences:

Farm land and farm yards that are within the right of way that has been acquired for the project have continued in production and use. This land would now be taken out of use and converted to highway purposes.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Proposed changes in alignment and highway width will remove farm land from production, and farm yard landscaping within the right of way will be destroyed.

Consequences:

Approximately 5 acres of farm land that is presently within the right of way will be taken out of production. Some large old oak trees, a pine tree, and other smaller shrubbery would be removed.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

As the right of way for the project was acquired a number of years ago, there could be misunderstandings of the agreements or negotiations that took place at that time.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment

According to Chpater I of Title 23 CFE, Part 771, this project is deemed a non-major action.

4-1-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 4-24

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-1-75
BY (Signature): MR. RULIEN'S MARCH 24, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 36 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
36	RS-252(5)	0.59	322,600	252,200	OAK CREST FARM SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT.

4-7-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENG
APR 7'75

REMARKS (Division)

RNM

AS REQUESTED IN MR. RULIEN'S MARCH 24, 1975 LETTER I CONCUR THAT THE ABOVE PROJECT IS A NON MAJOR ACTION.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970 THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-1-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48

GPO 915-690

1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: March 31, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-252(5)
Oak Crest Farm Section
Salem-Dayton Highway, Polk County
Project Assessment

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's March 11, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

We are returning one copy of the project assessment.

William A. Kappus
for G. L. Green

RECEIVED
STATE HWY ENG.
APR 3 '75
REFER TO
[illegible]
FOR
Copy

Attachment
Project Assessment

cc:
OSHD (G Potter)

[illegible]

4-3-75
ORIGINAL TO
L. W. Rulien
w/att

RECEIVED
OFFICE OF
[illegible]

5176

Robert W. Straub
XXXXXXXXXX

March 24, 197[illegible]

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-2[illegible]2([illegible])

We are submitting program data for one project, Item No. 3[illegible], Project No. RS-2[illegible]2([illegible]), "Oak Crest Farm Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on April 24, 197[illegible].

We request your concurrence that this project falls in the classification of nonmajor action as set forth in PPM 7-7-[illegible], Par. 13[illegible] based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February [illegible], 197[illegible].

Encl.

[illegible]

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 3-24-75

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 221, .3 mi. N Salem NCL, N .6 mi.	**ADT**	PRESENT (66) 3,100*	FUTURE (70) 6,500	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr., Dr., HT Pave	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 RS- NUMBER 252
CARD	CLASS OF FEDERAL FUNDS Rural Secondary NAME OF URBAN AREA 17-31 - -	COUNTY NAME Polk	CODE (14) (16) 053	ROUTE NO. S	FEDERAL-AID (32) 116	STATE (36) 150	U.S. (37) (41) - -		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		SR 221.3 mi. North Salem North City Limits North 0.6 mi.					
5					**ROW**							
5					**CONST** (CODE) (safety) 6201		"Oak Crest Farm Section"	0.59	322,600	252,200	70,400	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.59	322,600 (19) (23)	252,200 (24) (33)	70,400	
1	14	PROGRAM APPROVAL DATES									REMARKS	

*DHV 340

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-24-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 221, .3 mi. N Salem NCL, N .6 mi.		3,100*	6,500	95	10	Oregon	41	075	36

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
, HT Pave								RS-	252	(5)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
econdary	Polk	053	☐ 1 OR ☒ 2

EA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- -	S	116	150	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 221.3 mi. North Salem North City Limits North 0.6 mi.						Gr., Dr., H.T. pave 2-12', lanes with 8' shoulders.
ROW								
CONST (CODE) (safety) 6201		"Oak Crest Farm Section"	0.59	322,600	252,200	70,400		ROW - 90' min. Access Control - Parking restrictions- None
RED BY		PROJECT TOTALS	0.59	322,600	252,200	70,400		

AM APPROVAL DATES

REMARKS

*DHV 340

-over-

USCOMM DUSCOMM-DC 48905-P61

OAK CREST FARM SECTION

PROJECT NO. RS-252(5)

Existing Facility: Two 11-foot bituminous surfaced travel lanes with 4-foot shoulders. This section has two substandard curves, approximately in the middle of the project, both 10° posted for 35 MPH.

Adjacent Facilities:

North End - - - Two 12-foot bituminous surfaced travel lanes with 5-foot shoulders.

South End - - - Two 11-foot bituminous surfaced travel lanes with 4-foot shoulders.

Project Data: The work consists of grade, drain and high-type pave, two 12-foot travel lanes with 8-foot paved shoulders on improved alignment.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: The State will make such payments as required.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: A-95 review by State Clearinghouse and District 3 Clearinghouse not required under paragraph 2b of IM 50-1-70 as all the right-of-way was acquired prior to September 30, 1969.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA February 25, 1975.

Public Hearings: Not required under PPM 20-8 & PPM 20-8(1) in effect at the time of location/design approval.

Location/Design Approval: Granted under the "Secondary Road Plan" August 25, 1966.

NOTE: (1) This project is in Congressional District No. 1
(2) The project is being programmed as a "Safety Imp
Project" under the provision of FHPM 6-8-2.1 bec
is the opinion of the State Highway Division tha
two existing substandard curves within the proje
have a potential accident hazard greater than av
on locations with like characteristics having gr
average accident experience. This section has b
and sag verticals along with a reversing curve i
sight distance. The posted safe speed is 35 MP
reversing curves located approximately in the mi
the project. The proposed realignment of the r
increases the radius of the two curves and impr
tical alignment resulting in increased safe spe
sight distance reducing the potential hazard for
and non-collision accidents at this location.

OAK CREST FARM SECTION

PROJECT NO. RS-252(5)

y: Two 11-foot bituminous surfaced travel lanes with
. This section has two substandard curves, approxi-
ddle of the project, both 10° posted for 35 MPH.

ies:

End - - - Two 12-foot bituminous surfaced travel lanes with 5-foot shoulders.

End - - - Two 11-foot bituminous surfaced travel lanes with 4-foot shoulders.

he work consists of grade, drain and high-type pave, two
anes with 8-foot paved shoulders on improved alignment.

inimum Standards: None.

stance Payments: The State will make such payments as

Airports, Railroads, Water Development, Recreation and
s: None involved.

irements: A-95 review by State Clearinghouse and District
 not required under paragraph 2b of IM 50-1-70 as all the
s acquired prior to September 30, 1969.

irements: Nonmajor action project concurred in by the
5, 1975.

: Not required under PPM 20-8 & PPM 20-8(1) in effect at
ation/design approval.

n Approval: Granted under the "Secondary Road Plan"
6.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project is being programmed as a "Safety Improvement Project" under the provision of FHPM 6-8-2.1 because it is the opinion of the State Highway Division that the two existing substandard curves within the project limits have a potential accident hazard greater than average based on locations with like characteristics having greater than average accident experience. This section has both crest and sag verticals along with a reversing curve impairing sight distance. The posted safe speed is 35 MPH for the reversing curves located approximately in the middle of the project. The proposed realignment of the roadway increases the radius of the two curves and improves vertical alignment resulting in increased safe speed and sight distance reducing the potential hazard for collisions and non-collision accidents at this location.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 6, 1975

TO MEMORANDUM TO THE FILE

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Oak Crest Farm Section
Project RS-252(-)
Salem-Dayton Highway
Polk County

RECEIVED
STATE HWY ENGR
MAR 7'75
REFER TO
FOR
Info Inves R/D D/R Sign Act File
NOTED
F. B. KLABOE

We are of the opinion that location/design approval was given for the subject project by the State Highway Division prior to January 14, 1969 issue of PPM 20-8 and no action is required under current FHPM 7-7-5, based on the following information:

1. "Public Hearings" were not required for the subject project under PPM 20-8 and PPM 20-8(1) which were in effect during the period August 10, 1956, to January 18, 1969, the time period in which the location/design for the project was accomplished.

2. The Highway Commission, on August 25, 1966, approved the survey of the project for advance right-of-way purchase.

3. Right-of-way acquisition was 89% complete with eight of the required 9 parcels acquired before January, 1969.

4. Plans for the subject project were submitted to the field and various departments for their review June 13, 1966. The proposed work is to provide two 12-foot lanes of high-type pavement with 10-foot shoulders.

The subject project is exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under paragraph 2b of IM 50-1-70 since all of the right-of-way was acquired prior to September 30, 1969.

cc: FHWA (G. L. Green)
F. B. Klaboe
E. S. Hunter
J. H. Versteeg
D. E. Swan
B. L. Gifford

3176

RECEIVED
MAY 5 - 1969
FORM E-30 50M 10-65

FOR FILING

Const
R/W
Salem [illegible]

R

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1969

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT:

Stringtown Road & Oak Crest
Farms Section
Salem - Dayton Highway
Yamhill and Polk Counties

Your letter of April 18 requested the right of way status for two surveys on the subject Highway.

We believe that the subject sections are the ones you had in mind and the right of way information is as follows:

Stringtown Road Section (Survey name - M.P. 2.2 to M.P. 2.8)

Total Files - 5 (2 with improvements)
Appraised . - 5
Optioned - 1 (with improvements)
Unclosed - 4 (1 with improvements) actively working on these

Oak Crest Farm Section (Survey name - M.P. 16.8 Curves)

Total Files - 10
Purchased - 9
Optioned - 1

Both surveys have been approved by the Highway Commission.

J Barbee
D. J. Barbee
Design Engineer

NOTED
F. B. [illegible]

NOTED
R. L. PORTER

FOS:hc

Porter
BY A[illegible] STATE HWY. ENGR
Info

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section OAK CREST FARM Highway Salem-Dayton (FAR 116) County Polk Prefix 127-1422

Res. Engr. ____ Approx. Length 0.3± Miles. Sta. ____ to Sta. ____ Date 8-26-68

Mean Truck A.D.T. 281 Traffic Coefficient 8.0 18 kip s.a. per day 64.6 (Automobiles not considered.)

Annual Precipitation 40"+ Frost Penetration ---------.

(1)

Typical Soil

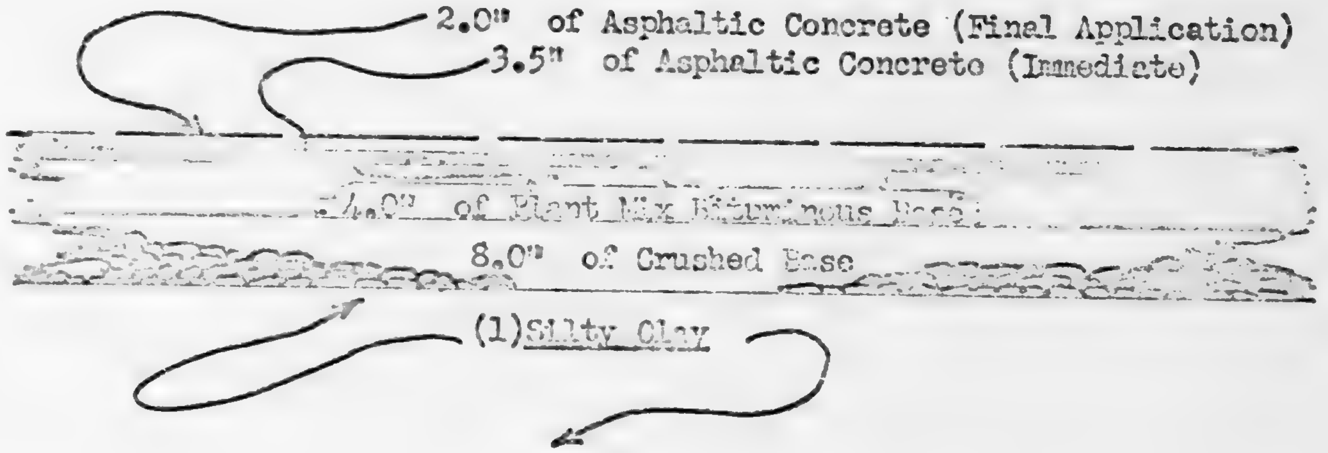
37	LL
13	PI
100	%P 10
96	%P200
0	%Gravel
1	%C Sand
3	%F Sand
62	%Silt
34	%Clay
6	"R" Value
	[illegible]

AASHO CLASSIFICATION:

A-6 (9)

MATERIAL SOURCES:

To be determined by the Engineer.


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
4.0" of Plant Mix Bituminous Base
8.0" of Crushed Base
(1) Silty Clay

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.
	7.0	3.5	A.C.
	7.0	4.0	P.M.B.B.
	8.0	8.0	Cr. Base
26.0	[illegible]	17.5	

RECEIVED
SEP 13 1968
FOR

See Page 2 for remarks.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by ____ for Staff Assistant

Recommended by ____ Engineer of Materials

Recommended by ____ Asst Construction Engineer

Approved by ____ Asst. State Highway Engineer

OAK CREST FARM
Salem-Dayton Highway
Polk County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0"	- - -	12.0"	24.5"	18.5"
6.0 - 7.0	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	- - -	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

REMARKS:

Project Base Design revised in order to update traffic from a design year of 1965 to 1968.

TRAFFIC ANALYSIS

SECTION: OAK CREST FARM
HIGHWAY: Salem-Dayton
COUNTY: Polk

2800 Present ADT (1968)

5.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	2.5	300	210	450	94,500
3	25	2.5	63	44	1000	44,000
4	5	2.5	13	9	1250	11,250
5	10	2.5	25	18	3180	57,240
6	0	—	—	—	2570	—
				281 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 206,990
TWENTY YEAR EWL 4,139,800
TRAFFIC COEFFICIENT 8.0

SECTION: OAK CREST FARM
HIGHWAY: Salem-Dayton
COUNTY: Polk

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.3± mi.) project with no P.C.C. in the immediate area.

RECEIVED
SEP 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1967

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1967

To: MEMO TO FILE

SUBJECT: File 40048
Landmark Enterprises, Inc.
Oak Crest Farm Section
Salem-Dayton Highway
Polk County

In a meeting this date requested by Mr. Leckey in the business office of Salemtowne, the following persons were present; Mr. Burton O. Ahlstrom, President of Landmark Enterprises, Inc., Mr. D. R. Leckey, Secretary same organization, Mr. J. G. Watts, former owner of the land and presently leasing portions not under construction and apparent consulting Engineer for Salemtowne, Mr. Ray Asburry and myself from the Highway Department.

The right of way and construction maps were shown to the group indicating the access locations and areas where cuts and fills will be made.

Mr. Ahlstrom was very emphatic about the damage and cost of filling in 40 acres of land to bring it up to grade with the relocated highway, which will be approximately 8' above existing grade at Engineer's Station 207+00. Then the question of a cut in the area of Engineer's Station 195+00 will make the highway below existing land, which they complained about.

The question of access location was discussed. Mr. Ahlstrom stated that they want unrestricted access so that if they wish, they can come onto the highway at any desired location. They were informed that this will not be possible, but if some of the proposed locations need to be moved north or south, this can probably be arranged by an indenture of access. Mr. Ahlstrom was asked if he had any suggestions as to changing the location of any of the access points, so that it would fit in with their master plan. He stated that their plans are not that far along, so he would not know at this time, but they have spent many times the amount of State's offer ($10,110) already in engineering in this area.

Mr. Watts wanted to see an over-all plan the Highway Department might have as far north as Lincoln. He was advised by Mr. Asburry that some plans are underway to 4-lane to Brush College Road, but no other plans are underway other than Oak Crest Farm Section. Mr. Watts stated to Mr. Asburry that he questioned the integrity of some of the State men. A request for a copy of the construction map was made. Mr. Watts left the meeting stating that he was no longer needed.

The discussion continued along the line of damages and property values. Mr. Ahlstrom stated that the Highway Department apparently does not care or take into account the plans or development of property along the highway. He stated that this fill is a bomb dropped on their plans and will cost them thousands of dollars and the amount the State is offering is a long ways off. The writer informed them that the values placed on their property are based on sales in the area, that are considered market value and if they feel it is not market value, the amount will have to be resolved by someone else.

Based on the conversation in the meeting, it appears Landmark Enterprises does not have any definite plans in this immediate area and basically what they want is more money. They are talking in terms of $50,000 an acre plus damages. We are so far apart that further meetings under these demands would be useless.

Virgil P. Wilson
VIRGIL P. WILSON
Right of Way Agent

VPW:sm

cc: D. H. Moehring
R. D. Asburry

176

RECEIVED
OCT 6 - 1966
FOR FILING

October 6, 1966

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

The State Highway Commission at its meeting on August [illegible], 1966, adopted a survey concerning improvement on the [illegible] section of the [illegible] Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's Survey Resolution No. [illegible] adopting the survey.

Very truly yours,

[illegible]

FORM E-122X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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AUG 1 1966
FOR FILING

Cont
R/W
Salem Dayton

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 29, 1966

Portland General Electric Company

Pacific Northwest Bell Telephone Company

Re: Preliminary Right of Way Map
Oak Crest Farm Section
Salem-Dayton Highway
Polk County

Gentlemen:

Enclosed you will find ______ print(s) of the preliminary right of way map, our file #10C-45-21. This right of way map covers the Oak Crest Farm Section of the Salem-Dayton Highway. This project has not yet been placed on our tentative schedule of contract lettings.

You are hereby authorized to proceed with preliminary engineering effective this date. Please charge any necessary preliminary engineering cost to Prefix 127-1422-914.

Reimbursement for preliminary engineering work performed subsequent to July 27, 1966 will be made subject to provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Mr. F. W. Sugnet, Room 405, State Highway Building, Salem 97310, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

RMF:bjm
enc.

F. D. Morgan
Construction Engineer

(for) T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. H. Young
C. H. Maison
R. D. Asburry
F. W. Sugnet

RECEIVED
JUL 21 1966
FOR FILING

Const
Pol
Salem-Dayton

July 20, 1966

Oregon State Highway Commission

Gentlemen:

The survey has been completed for the proposed improved alignment on the Oak Crest Farm Section of the Salem-Dayton Highway in Polk County. A public hearing on this section was not required. The length of the section is 0.65 mile. A map is attached for your information.

The estimated construction cost of this project is $143,000; the estimated cost of right-of-way is $20,000, for a total cost of $163,000.

I request your approval of the survey and authority to purchase the necessary right-of-way, with construction to be contingent on the availability of funds.

This matter will be on the agenda for your consideration at the August 25 Commission meeting.

Very truly yours,

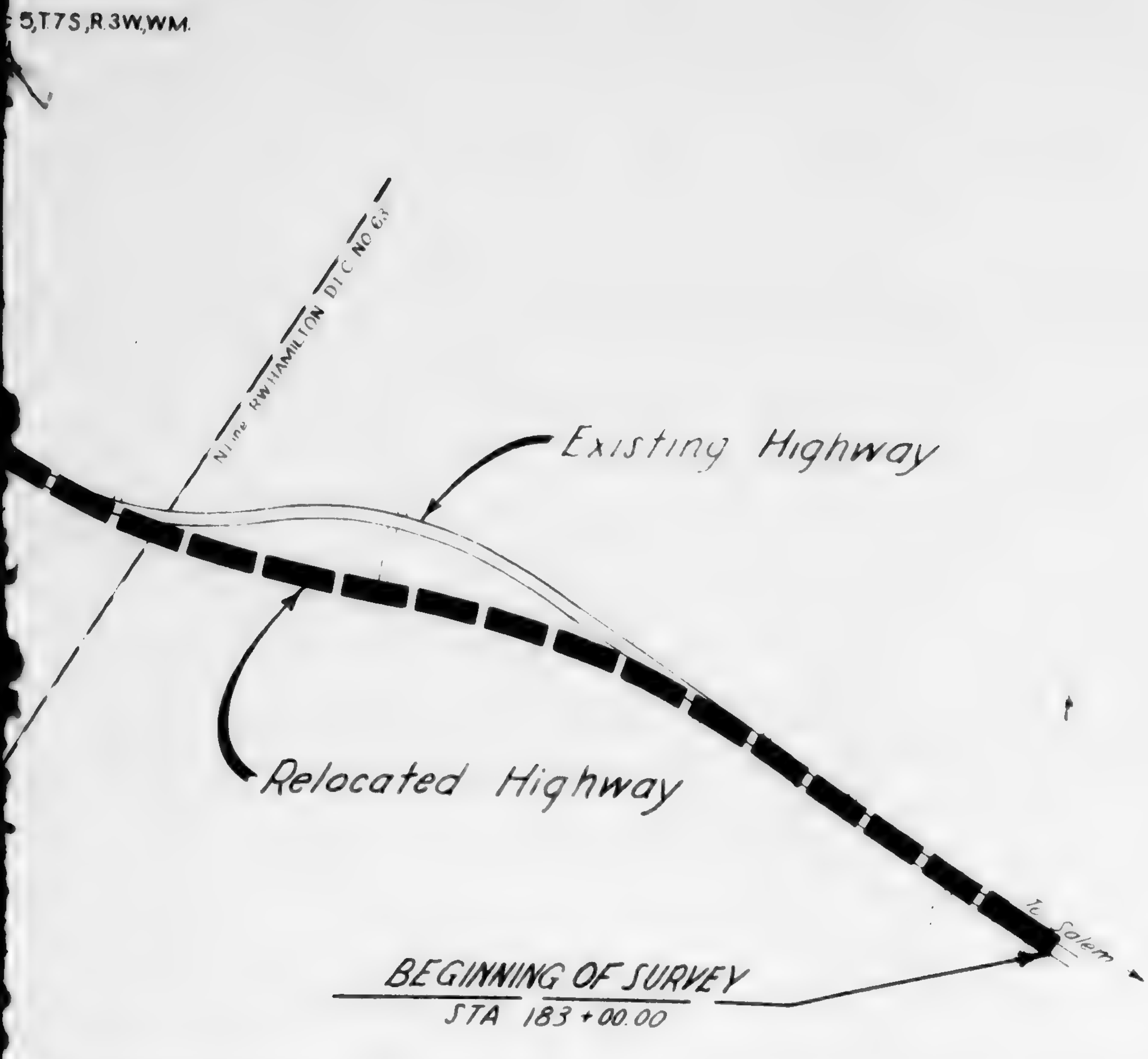
Forrest Cooper
State Highway Engineer

Attachment

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
D. H. Moehring
C. H. Maison
R. D. Asburry

DES:nh bg

DRG. [illegible]O.



PUBLIC HEARING None Required
SYSTEM ACTION
COUNTY None Required
STATE HIGHWAY COMMISSION None Required
BUREAU OF PUBLIC ROADS None Required
THROUGHWAY RESOLUTION ADOPTED None Required
ACCESS CONTROL Limited

APPROVED: JUL 18 1966

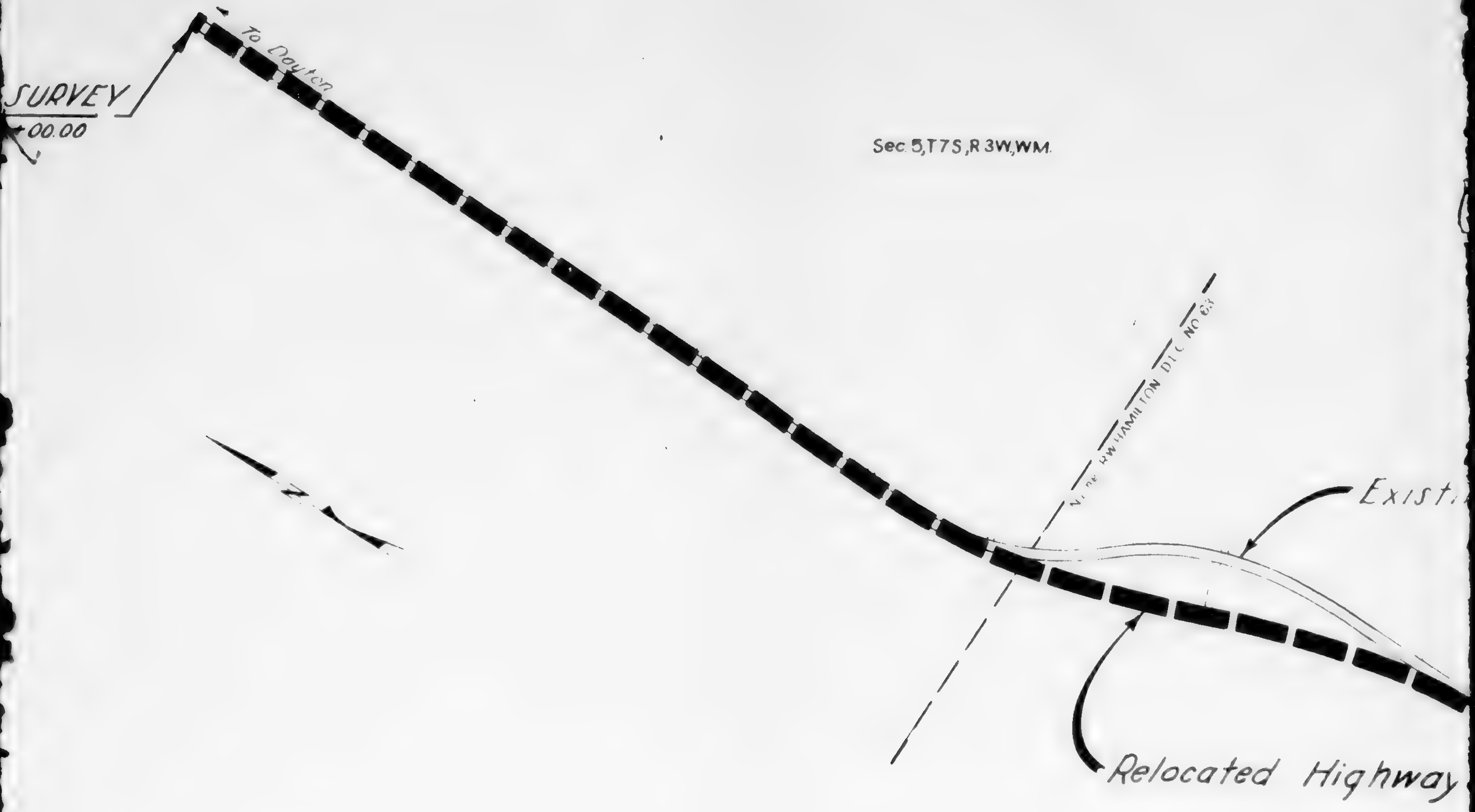
ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY APPROVAL MAP

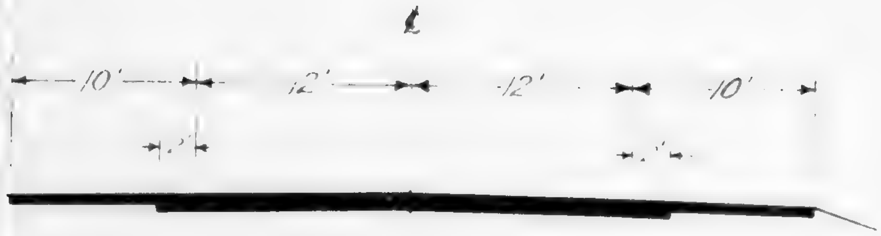
OAK CREST FARM SECTION

SALEM DAYTON HIGHWAY
POLK COUNTY
DRG. NO. 1R-4-226

SCALE: 1" = 300'
DATE: July, 1966
FOR DETAILS SEE DRG. NO.



BEGINNING OF SUR
STA 183+00.00



TYPICAL SECTION

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Requir
BUREAU OF PUBLIC ROADS	None Require
THROUGHWAY RESOLUTION ADOPTED	None Requirec
ACCESS CONTROL	Limited

APPROVED: JUL 18 1966

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEE

576

RECEIVED
JUN 27 1966
FOR FILING

[illegible] STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section M. P. 16.8 CURVES Highway SALEM - DAYTON (FAR 116) County POLK Prefix 17-182[illegible]
Res. Engr. ______ Approx. Length 0.3 Miles. Sta. ______ to Sta. ______ Date 6-[illegible]-66
Truck A.D.T. 140 Traffic Coefficient 8.4 18 kip s.a. per day 98.0.
Annual Precipitation 38" (Salem) Frost Penetration - - - -.

CBR Total Req.	Credit	Actual Thickness	
	7.0	3.5	A.C
	2.0	2.0	Level
	6.0	6.0	Cr. Base
	12.5	15.5	Stone Subbase
27.5	27.5	27.0	

(1)

Typical Soil

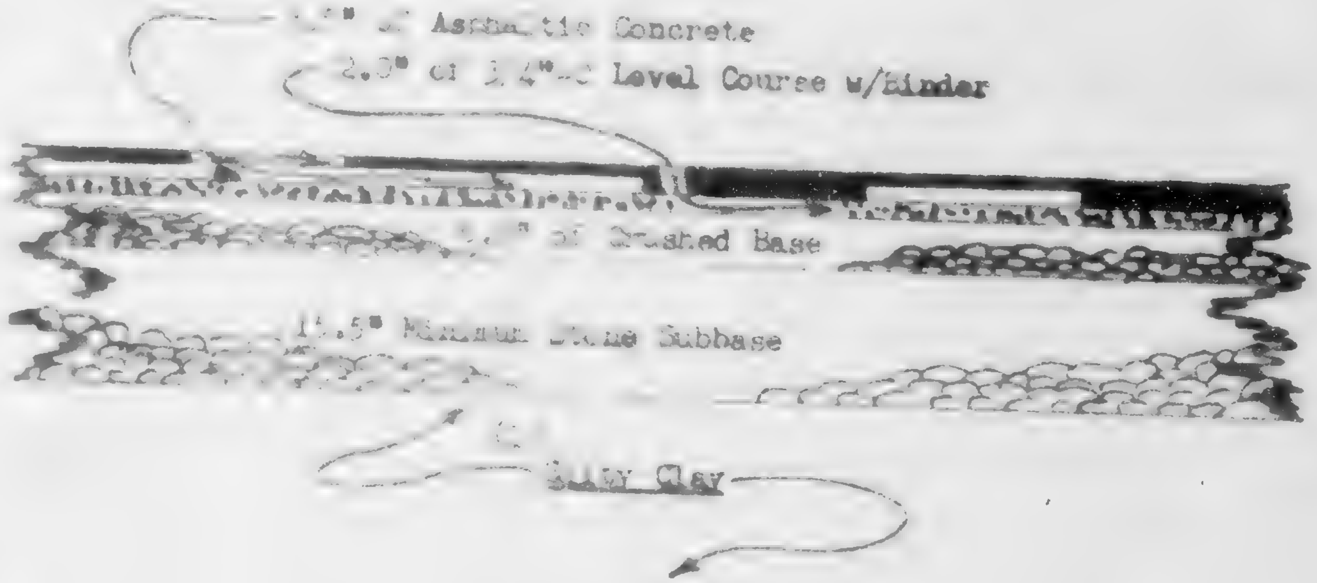
37	LL
13	PI
100	%P 10
96	%P200
[illegible]	%Gravel
1	%C Sand
[illegible]	%F Sand
62	%Silt
34	%Clay
[illegible]	CBR Value
	([illegible])

[illegible] CLASSIFICATION:

A-[illegible] ([illegible])

MATERIAL SOURCES:

To be determined by the Engineer.


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder
6.0" of Crushed Base
15.5" Minimum Stone Subbase
Silty Clay

NOTED
F. B. KLABOE

cc:
[redacted].
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by ______
Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by ______
Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

M. P. 16.8 CURVES
SALEM - DAYTON (FAR 116)
POLK COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level	Crushed Base	Minimum Stone Subbase	CBR Req.	Actual Thickness
30 - 90	3.5"	2.0"	6.0"	11.5"	24.5"	24.0"
8 - 30	3.0"	2.0"	6.0"	9.0"	21.0"	20.0"
1 - 8	2.0"	[illegible]	[illegible]	[illegible]	[illegible]	17.5"
Cars Only	2.0"	[illegible]	[illegible]	- - - -	[illegible]	[illegible]

For substitutions use the "CBR Requirement Column" to obtain total thickness [illegible] and table below for [illegible]

1.0" Asphaltic Concrete = [illegible] Crushed Base

1.0" Plant Mix Bituminous Base = [illegible] Crushed Base

1.0" Oil Mat = [illegible] Crushed Base

1.0" Stone Subbase = [illegible] Crushed Base
(See Standard Specs)
(and Supplementals)

SECTION. M. P. 16.8 CURVES
HIGHWAY. SALEM - DAYTON
COUNTY. POLK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 2400 (Total)
B. Future ADT 4600 (Total)
C. Mean ADT 3500 $\frac{(A+B)}{2}$
D. Design Period 20 Years
E. No. of Lanes 2
F. Percent Trucks 8 (ADT basis)
G. Trucks (in one direction) $\frac{F}{2}$ = 4 x (C) 3500 = 140
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 140 x (F) 100 % = 140

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.4

SECTION: M. P. 16.8 CURVES
HIGHWAY: SALEM - DAYTON
COUNTY: POLK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ____ Fair X Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (0.3± mi.). See Item 6.

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD B. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

January 5, 1966

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed highway construction projects transmitted to us by your letters dated December 28, 1965 have been reviewed:

Thornberry-Mud Hollow Section, Sherman Highway,
Sherman County.

M. P. 16.8 Curves Section, Salem-Dayton Highway,
Polk County.

Holiday Rest Area Section, John Day Highway,
Grant County.

We anticipate no conflicts with the fishery resource on the above described projects, hence they are approved.

Balm Grove Bridge Section, Parson Road, FAS 933,
Washington County.

The prospectus indicates a bridge is proposed over Gales Creek on Parson Road. Several species of anadromous fish populate this stream system. The reach of stream at the bridge site is utilized by the fish for spawning and rearing, hence extreme care should be taken to avoid pollution of the water with silt, petroleum products, or any other foreign matter.

Routing
Morgan
Docker
Bond

RECEIVED
7 1966

We request that the construction phase that might affect the stream be done between the months of July and October.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

1-7-66 Copies to:
- F. B. Klaboe
- L. H. Young
- Frank Hall (4)
- T. C. Roake
- J. E. Morelock
- L. W. Rulien (2)
- R. D. Asburry (2)
- J. F. Putnam (2)
- A. F. Parson (2)

fp

Commissioners
Wayne E. Phillips, Baker,
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. Alder Street
PORTLAND

Const

Salem Dayton

December [illegible], 1965

RECEIVED
JAN 6 1966
CONSTRUCTION
DIVISION

Routing
Pease
Morelock
Trout
[illegible]
Wills
Litchfield
Olson

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to notices received from your department dated December [illegible], 1965, referring to the plan trade sheet for "Thornberry-Mud Hollow Section, Sherman Highway, Sherman County", and the following prospectuses.

1. [illegible] Grove Bridge Section, Parson Road, FAS 933, Washington County.
2. M.P. 16.0 Curves Section, Salem-Dayton Highway, Polk County.
3. Holliday Rest Area Section, John Day Highway, Grant County.

The only comment we would like to make regarding the above four projects, is in reference to [illegible] Grove Bridge Section.

This creek, which is to be crossed, contains good populations of resident and anadromous salmonids, and has been heavily stocked with anadromous species in recent years. Protection to spawning fish and eggs should be afforded. Construction in the water should be delayed until after July 1, and caution exercised in the amount of silt deposited in the stream at any phase of construction.

We appreciate the opportunity to comment upon these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. C. [illegible]

R. C. [illegible]
Chief of Fisheries

[illegible]

cc: Director OPC

1-6-66 Copies to:
F. B. Klaboe
E. A. Young
Frank Hall (2)
T. C. Rourke
J. E. Morelock
L. W. [illegible] (2)
R. D. [illegible] (2)
J. F. Putnam (2)
A. F. Parson (2)

RECEIVED
JAN 3 - 1966
FOR FILING

Prefix No. 127-1422

LOCATION PROSPECTUS
M.P. 16.8 CURVES SECTION
SALEM-DAYTON HIGHWAY
POLK COUNTY

HIGHWAY: Salem-Dayton, State Secondary No. 150, Federal-aid Secondary No. 116.

TERMINI: The site of this spot improvement is at M.P. 16.8 which point is approximately 0.7 mile north of the Brush College Road.

LENGTH: The total length of the project is 0.3 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving in the flattening of two sharp curves. Reconnaissance will not be necessary. Soils investigations will be conducted. Drainage studies will be made and any problems resolved. An economic analysis will not be necessary. This project will be done as a safety spot improvement.

CHARACTERISTICS: Existing ADT 2,500; projected ADT 4,750.

STANDARDS: Class "A(2)", maximum curvature 5 degrees, maximum grade 5 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel ways with 10-foot shoulders.

BRIDGES: None affected.

ACCESS: Access control will remain unchanged.

BASE DESIGN: The tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	17 " Coarse Crushed
Total Depth	22-1/2"

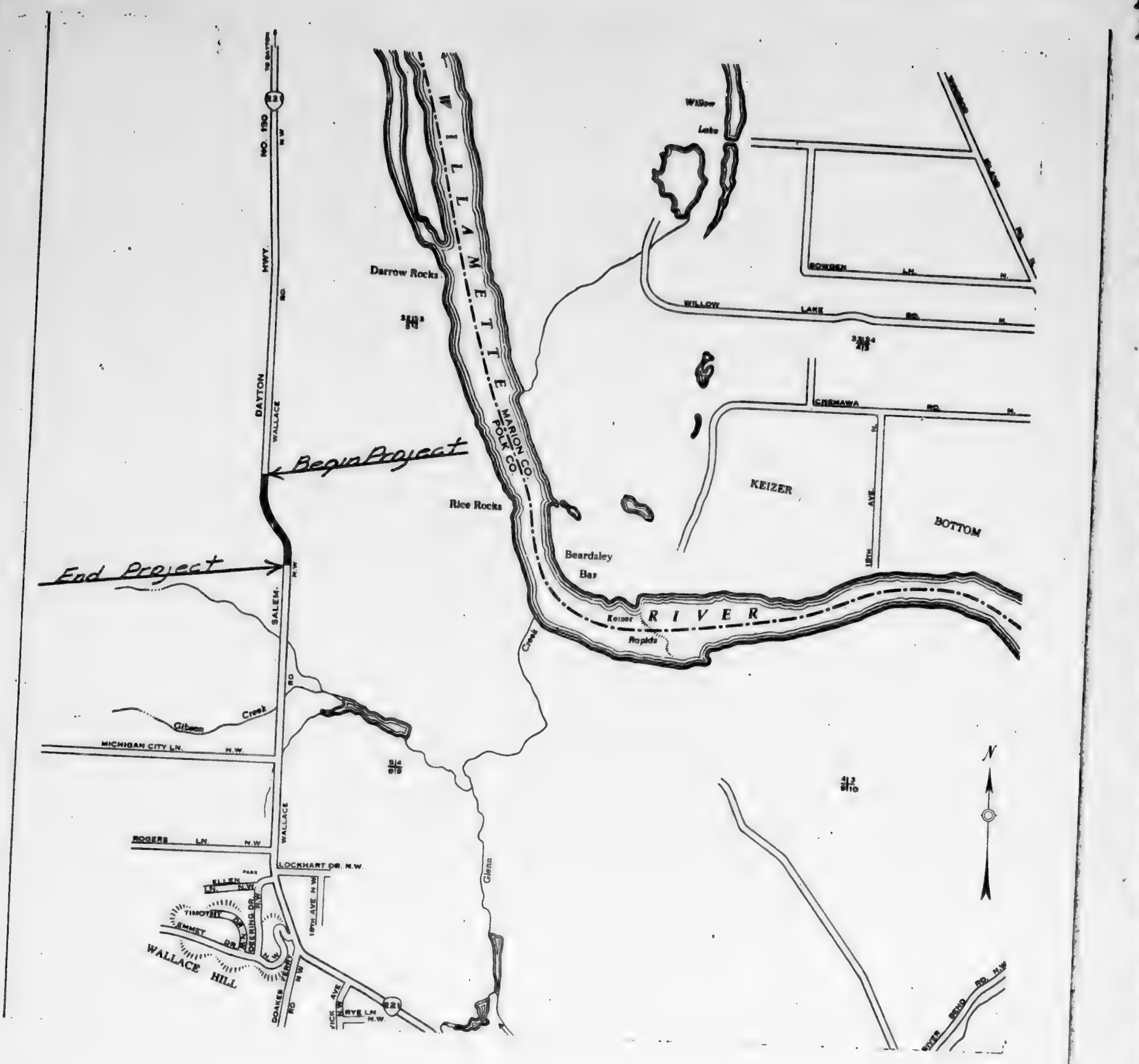
MATERIAL SOURCES: Investigations for a material source will be made during the survey and referenced to the line.

ADDITIONAL FACILITIES: There are no railroads, interchanges or major streams involved.

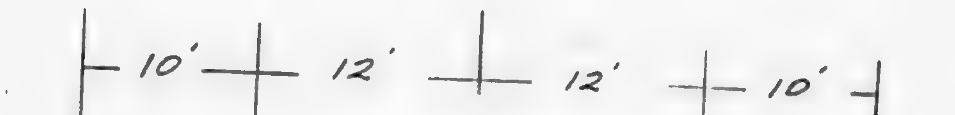
AGREEMENTS: There is a possibility that an agreement with Polk County may be needed.

PARKS: None affected.

December 28, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young



Prospectus Map
M.P. 16.8 Curves Section
Salem - Dayton Highway
Polk County
1965



Typical Section

8177 Orchard Dr.-Washington St. 1975
Sec. Kings Valley Hwy. in Dallas
(Grad.,pav., & flashing beacon) #2

C/A 5065 - 8-30-74
3-3-75

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 125459

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-17-78	CC 1911	

CREDIT DISTRIBUTION

27-0603-295	324.02
27-0604-295	3,821.63

new: DALLASC

- City of Dallas
- City Hall
- Dallas, OR 97338
- ATTN: Mr. Howard Brandvold, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing per attached itemized statement: TOPICS & URBAN System Project T-M-5009(3) Orchard Dr.-Washington St. Section Kings Valley Highway, FAU 6031 Washington St. - Clay St. Section Uglow Avenue, FAU 6071 City of Dallas Covered by Agreements Dated 8-26-74 & 2-28-75 Contract No. 8177			
Total Cost			$ 194,240.16
Less Federal Funds Collected			<150,132.17>
Less State Share			<20,926.36>
Less City Advance Deposit			<19,360.00>
Balance Due From City			$ 3,821.63

RECEIVED
NOV 17 1978
LEGAL

Form 734-1191 (Rev. 5/77)

FILE

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-26-78	CC 1911	

CREDIT DISTRIBUTION

27-0603-297	1,117.54
27-0604-297	4,704.09

BILL TO: Code:

City of Dallas
City Hall
Dallas, OR 97338
Attn: Mr. Howard Brandvold, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing per attached itemized statement: TOPICS & URBAN System Project T-M-5009(3) Orchard Dr.-Washington St. Section Kings Valley Highway, FAU 6031 Washington St.-Clay St. Section Uglow Avenue, FAU 6071 City of Dallas Covered by Agreements Dated 8-26-74 & 2-28-75 Contract No. 8177			
Total Cost			$ 194,240.16
Less Federal Funds Collected			<150,132.17>
Less State Share			<20,926.36>
Less City Advance Deposit			<19,360.00>
Balance Due from City			
(Attach itemized Statement to Invoice)			

Advance Deposit Amount	$ 19,360.00
Advance Deposit Previously Transferred to Highway Fund	$ 17,360.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000 00
Refund Due	$ --
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1503

Amount Due . . . . . . $ 3,821.63

Submitted by:

Gary E. Zehner

Gary E. Zehner

Approved:

Gerald W. Wimer

SP*35736-73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 10-26-78

County Dallas **Contract No.** 8177 **Date Completed** 4-6-76

FAS #T-M-5009(3) **Section** Orchard Dr.-Wash. St. & Wast. St.-Clay St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 9,654.80
Contract Payment Summary	156,090.16
Liquidated Damages	(1,845.00)
SFO #1 Remove Existing Striping	927.69
SFO #2 Permanent Pavement Striping	2,493.39
SFO #3 Furnish Crosswalk Sign & Flood Lights	54.44
SFO #4 Install Drain Pipe in Curb	216.67
SFO #5 Replace Blinker Signal	320.49
Interest Paid Contractor	33.15
Construction Engineering	26,294.37
TOTAL COST	$194,240.16
Federal Aid Funds collected:	
Preliminary Engineering (TOPICS)	7,492.86
Construction-(TOPICS)	64,387.28
(URBAN)	78,252.03
	$ 44,107.99
Non-Participating Costs:	
Preliminary Engineering	73.14
Liquidated Damages	(160.15)
SFO #3	26.26
Interest Paid Contractor	33.15
Construction Engineering	2,282.88
Amount to be shared by State & City	$ 41,852.71
State Share - 50% of $41,852.71	20,926.36
City Share	$ 20,926.35
Plus Non-Participating Costs	2,255.28
Total City Share	$ 23,181.63

Reference: Billing Form CC 1911

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depository named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
T-M-5009(3) DALLAS

VOUCHER PERIOD: FROM 9-18-74 TO 9-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
Topics P.E. Prefix 27-0603 $ 9,654.80	$ 9,581.66	78.20%	$ 7,492.86	$ 7,492.86	$ 0.00	
Topics-Constr. 27-0604 Gr. 1 $ 82,448.39	82,336.68	78.20%	64,387.28	64,387.28	0.00	
Urban 27-0604 Gr. 2 $102,136.97	100,066.54	78.20%	78,252.03	74,994.93	3,257.10	
$194,240.16	$191,984.88	78.20%	$150,132.17	$146,875.06	$3,257.10	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$3,257.10

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

SP*35684-734

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Orchard Drive-Washington St. (Dallas) Section **Polk County**					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 9,581.66	
	Total Preliminary Engineering Cost				$ 9,581.66	
	Construction					
	Type Code Y008					
	Channelization (Orchard Dr.-Washington St. (Contr #8177)					
	Final Contract Payment Summary	Lump Sum			125,160.47	
FO #1	Remove Existing Striping	All Required			927.69	
FO #2	Permanent Pavement Striping	All Required			2,493.39	
FO #3	Furnish Crosswalk Sign & Flood lights	All Required			28.18	
FO #4	Install Drain Pipe in Curb	All Required			216.67	
	Sub Total				$128,826.40	
	Type Code Y031					
	Traffic Signals (5 Locations)					
	Final Contract Payment Summary	Lump Sum			30,929.69	
FO #5	Replace Blinker Signal	All Required			320.49	
	Sub Total				$ 31,250.18	
	Total Construction Cost				$160,076.58	
	Construction Engineering					
	State	All Required			$ 24,011.49	
	Topics					
	Urban					
	Total Construction Engineering Cost				$ 24,011.49	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			$ (1,684.85)	
	Urban ($ 1,684.85)					
	Total Participating Cost				$191,984.88	
	Non Participating Items					
	Liquidated Damages	Lump Sum			$ (160.15)	U
	Preliminary Engineering	All Required			73.14	T
	Interest Paid To Contractor	All Required			33.15	T
FO#3	Furnish Crosswalk Sign & Flood Lights	All Required			26.26	T - 9.38 U - 16.88
	Construction Engineering	All Requered			2,282.88	
	Topics $ ~~184.85~~ 187.85					T - 69.18
	Urban ~~6,235.33~~ 2,067.43					
	Total Non Participating Cost				$ 2,255.28	U - 2,213.70
	TOTAL COST				$194,240.16	
	Prepared based on participating costs shown on Federal Billing as of May 18, 1978					

AMOUNT CARRIED FORWARD......

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                              TOT      N1
                           ** JOB TOTALS **            **             **      9 654 90.  **

[illegible] ST DALLAS    CONT NO 8177 8 FA PROJ NOS T M 509007  25 M T 509007  45
                                                                                    00      STATE  10
      027     0604    201     00 P 1 } Cont. Pay.                            78 496 51      75     75
      027     0604    201     00 P 2 }                                       77 597 65      75     75
      027     0604    201     00 N 7                                         89 292 08      75     76
      027     0604    203     00 P 1 }                                        1 604 95CR    75     78
      027     0604    203     00 N 2 } LIQ. DAM.                                160 15CR    78     78
      027     0604    203     00 N 7 }                                          196 00      76     76
      027     0604    204     00 N 1                          2 886 64CR                    75     76
      027     0604    204     00 N 2                          5 195 95CR                    75     76
      027     0604    204     00 N 7                          8 082 59                      75     78
      027     0604    204     00 N 1 - INT.                                      33 15      76     78
      027     0604    210     03 P 1 }                                           10 06      76     75
      027     0604    210     03 P 2 } SFO #3                                    16 12      75     75
      027     0604    210     03 N 1 }                                            9 38      75     75
      027     0604    210     03 N 2 }                                           16 88      75     75
      027     0604    210     03 N 7                                             23 32      75     75
      027     0604    230     04 P 1 } SFO #4                                    53 98      76     76
      027     0604    230     04 P 2 }                                          157 69      76     76
      027     0604    230     04 N 7                                             70 79      76     76
      027     0604    276     05 P 1 } SFO #5                                   119 96      76     76
      027     0604    276     05 P 2 }                                          [illegible] 76     76
      027     0604    276     05 N 7                                            137 32      76     76
      027     0604    278     01 P 1 } SFO #1                                   [illegible] 96  75     77
      027     0604    278     01 P 2 }                                          399 23      75     77
      027     0604    278     01 N 7                                            278 83      75     77
      027     0604    278     02 P 1 } SFO #2                                   [illegible] 75     77
      027     0604    278     02 P 2 }                                        1 6[illegible] 89 75  77
      027     0604    278     02 N 7                                          1 036 85      75     77
      027     0604    296     00 N 7        3 257 11CR        3 257 11CR    159 999 32CR    75     78
      027     0604    296     00 N 9                                              6 09CR    78     78
      027     0604    298     00 N 7        3 257 11          3 257 11      142 639 32      75     78
      027     0604    29[illegible]  00 N 9                                       6 03      78     78
      027     0604    29[illegible]  00 N 7                                  17 350 00      75     75
      027     0604    900     00 P 1 }                                        2 237 72      75     78
      027     0604    900     00 P 2 } CONST. ENGR.                          21 773 77      75     78
      027     0604    900     00 N 1 }                                           69 18      75     76
      027     0604    900     00 P 2 }                                        2 213 70      75     78
      027     0604    900     00 N 7                                         11 239 40      76     76

                      TOT     P1                                             82 336 69
                      TOT     P2                                            100 066 53
                      TOT     N1                          2 886 64CR            111 71
                      TOT     N2                          5 195 95CR          2 070 43
                      TOT     N7                          8 082 59            102 574 64
                   ** JOB TOTALS **            **                     **    287 160 00  **
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151 01 61 071 90 8 0

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                                                                                      33 82      75    76
            026   0614     935      00 P 2                                       220 428 07
                           TOT      P1                                            56 501 97
                           TOT      P2                                             6 909 12
                           TOT      N1                                             2 992 02
                           TOT      N2
                        ** JOB TOTALS **               **                **      286 911 18  **

                                                                                    00       STATE
      STREETS     CONT NO   * FA PROJ NOS T    509003 109                        7,492 86CR   75    78
            027   0603     296      00 N 9                                       7,492 86     75    78
            027   0603     298      00 N 9                                          20 76     76    76
            027   0603     900      00 N 1                                       4,9[illegible] 99     74    75
            027   0603     901      00 P 1                                          29 51     74    75
            027   0603     901      00 N 1                                       2 195 01     75    75
            027   0603     905      00 P 1                                          11 51     75    75
            027   0603     905      00 N 1                                         427 46     75    75
            027   0603     907      00 P 1                                          46 90     75    75
            027   0603     909      00 P 1                                           9 00     75    75
            027   0603     909      00 N 1                                         495 76     75    75
            027   0603     911      00 P 1


                                                                 SEPTEMBER 1978         PAGE   13
      DATE JOB COST SUMMARY
                                                                       FISCAL           GRAND TOTAL    ACTIVE YRS
                                                                     YEAR TO DATE        TO DATE       BEG   END
      DEPARTMENT       PREFIX      FUNCTION  GR  CURRENT MONTH                              13 16      75    75
            027   0603     914      00 P 1                                                 65 48      75    75
            027   0603     920      00 P 1                                                635 80      75    75
            027   0603     921      00 P 1                                                487 68      74    75
            027   0603     923      00 P 1                                                  2 36      75
            027   0603     923      00 N 1                                                 19 42      75
            027   0603     980      00 P 1                                              9 581 66
                           TOT      P1                                                     73 14
                           TOT      N1
                        ** JOB TOTALS **               **                **             9 654 80  **

                                                                                    00       STATE   30
      DALLAS      CONT NO 8177 * FA PROJ NOS T M 509003  25 M T 509003  45       78 496 51     75    75
            027   0604     201      00 P 1                                       77 593 65     75
            027   0604     201      00 P 2                                       89 293 08     75    76
            027   0604     201      00 N 7                                        1 684 85CR   75    78
            027   0604     203      00 P 2                                          160 15CR   78    78
            027   0604     203      00 N 2                                          495 00     76    76
            027   0604     203      00 N 7                      2 886 64CR                     75    78
            027   0604     204      00 N 1                      5 195 95CR                     75    78
            027   0604     204      00 N 2                      8 032 59                       75    78
            027   0604     204      00 N 7                                           33 15     76    76
            027   0604     206      00 N 1                                           10 04     75    75
            027   0604     210      03 P 1                                           18 12     75    75
            027   0604     210      03 P 2                                            9 38     75    75
            027   0604     210      03 N 1                                           16 88     75    75
            027   0604     210      03 N 2                                           23 32     75    75
            027   0604     210      03 N 7                                           58 98     76    76
            027   0604     234      04 P 1                                          157 69     76    76
```

PAYMENTS
TO CONTRACTOR

LIQUIDATED
DAMAGES

RETAINAGE

INTEREST

MATERIAL FURNISHED
BY STATE - PLACED
BY CONTRACTOR

SFO #4

SFO #5

SFO #1

SFO #2

CONST. ENGRING.

✓
✓
✓

PAYMENTS TO CONTRACTOR

LIQUIDATED DAMAGES

RETAINAGE

INTEREST

MATERIAL FURNISHED BY STATE - PLACED BY CONTRACTOR

SFO #4

SFO #5

SFO #1

SFO #2

CONST. ENGRING.

✓
✓
✓
✓
✓

Post Final Voucher

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. T-M-5009(3)

VOUCHER PERIOD:	FROM 9-18-74	TO 9-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Topics P.E. Prefix 27-0603 $ 9,654.80	$ 9,581.66	78.20%	$ 7,492.86	$ 7,492.86	$ 0.00	
Topics-Constr. 27-0604 Gr. 1 $ 82,448.39	82,336.68	78.20%	64,387.28	64,387.28	0.00	
Urban 27-0604 Gr. 2 $102,136.97	100,066.54	78.20%	78,252.03	74,994.93	3,257.10	
$194,240.16	$191,984.88	78.20%	$150,132.17	$146,875.07	$3,257.10	

RECEIVED DIVISION OFFICE BY DATE	FIELD AUDIT MADE BY DATE	PASSED FOR PAYMENT BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$3,257.10

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Orchard Drive-Washington St. (Dallas) Section Polk County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 9,581.66	
	Total Preliminary Engineering Cost				$ 9,581.66	
	Construction					
	Type Code Y008					
	Channelization (Orchard Dr.-Washington St. (Contr #8177)					
	Final Contract Payment Summary	Lump Sum			125,160.47	
SFO	#1 Remove Existing Striping	All Required			927.69	
SFO	#2 Permanent Pavement Striping	All Required			2,493.39	
SFO	#3 Furnish Crosswalk Sign & Flood lights	All Required			28.18	
SFO	#4 Install Drain Pipe in Curb	All Required			216.67	
	Sub Total				$128,826.40	
	Type Code Y031					
	Traffic Signals (5 Locations)					
	Final Contract Payment Summary	Lump Sum			30,929.69	
SFO	#5 Replace Blinker Signal	All Required			320.49	
	Sub Total				$ 31,250.18	
	Total Construction Cost				$160,076.58	
	Construction Engineering					
	State	All Required			$ 24,011.49	
	Topics					
	Urban					
	Total Construction Engineering Cost				$ 24,011.49	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			$ (1,684.85)	
	Urban ($ 1,684.85)					
	Total Participating Cost				$191,984.88	
	Non Participating Items					
	Liquidated Damages	Lump Sum			$ (160.15)	
	Preliminary Engineering	All Required			73.14	
	Interest Paid To Contractor	All Required			33.15	
SFO	#3 Furnish Crosswalk Sign & Flood Lights	All Required			26.26	
	Construction Engineering	All Required			2,282.88	
	Topics $ 184.85					
	Urban 6,235.33					
	Total Non Participating Cost				$ 2,255.28	
	TOTAL COST				$194,240.16	
	Prepared based on participating costs shown on Federal Billing as of May 18, 1978					
	AMOUNT CARRIED FORWAR					

FORM PR-20A (6-71)

GPO 914-021

(MEMORANDUM) REVISED

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D. VOUCHER NO. 78-118

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-M-5009 (3)

VOUCHER PERIOD: FROM 9-18-74 TO 9-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Topics P.E. Prefix 27-0603 $ 9,654.80	$ 9,581.66	78.20%	$ 7,492.86	$ 7,492.86	$ 0.00	
Topics-Constr. 27-0604 Gr. 1 $ 82,448.39	82,336.68	78.20%	64,387.28	64,387.28	0.00	
Urban 27-0604 Gr. 2 $102,136.97	95,901.44	78.20%	74,994.93	74,994.93	0.00	
$194,240.16	$187,819.78	78.20%	$146,875.07	$146,875.07	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEME F COSTS INCURRED UNDER PROJECT AGREEME

ITEM NO.	ITEM	QUANTITY	UNIT	UN. PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Orchard-Drive-Washington St. (Dallas) Section					
	Polk County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 9,581.66	
	Total Preliminary Engineering Cost				$ 9,581.66	
	Construction					
	Type Code Y008					
	Channelization (Orchard Dr.-Washington St.(Contr #8177)					
	Final Contract Payment Summary	Lump Sum			$125,160.47	
	SFO #1 Remove Existing Striping	All Required			927.69	
	SFO #2 Permanent Pavement Striping	All Required			2,493.39	
	SFO #3 Furnish Crosswalk Sign & Flood lights	All Required			28.18	
	SFO #4 Install Drain Pipe in Curb	All Required			216.67	
	SUB TOTAL				$128,826.40	
	Type Code Y031					
	Traffic Signals (5 Locations)					
	Final Contract Payment Summary	Lump Sum			$ 30,929.69	
	SFO #5 Replace Blinker Signal	All Required			320.49	
	SUB TOTAL				$ 31,250.18	
	Total Construction Cost				$160,076.53	
	Construction Engineering	All Required			$ 20,006.54	
	State					
	Topics $ 2,237.71					
	Urban 17,768.83					
	Total Construction Engineering Cost				$ 20,006.54	
	Liquidated Damages	Lump Sum			$ (1,845.00)	
	Final Contract Payment Summary					
	Urban ($ 1,845.00)					
	Total Participating Cost				$187,819.78	
	Non Participating Items					
	Preliminary Engineering	All Required			$ 73.14	
	Interest Paid To Contractor	All Required			33.15	
	SFO #3 Furnish Crosswalk Sign & Flood Lights	All Required			26.26	
	Construction Engineering	All Required			6,287.83	
	Topics $ 184.85					
	Urban 6,235.33					
	Total Non Participating Cost				$ 6,420.38	
	TOTAL COST				$194,240.16	
	Prepared based on participating costs shown on Federal Billing as of 2-23-78.					
	AMOUNT CARRIED FORWARD......					

GPO 914-021

FORM PR-20A (6-71)

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
I-205-7(33)	—	603-1060	WILLAMETTE R. (W. LINN) BRIDGE EAST PORTLAND FREEWAY CLACKAMAS CO.	$5,701.95	2-8-78
I-405-8(23)	7311	626-1018	E. FREMONT INT'CHGE (UNIT 'B') MULTNOMAH CO.	$8,939,802.19	〃
I-405-8(24)	7312	626-1022	E. FREMONT INT'CHGE (UNIT 'C') MULTNOMAH CO.	1,991,283.87	〃
ET-77(1)	—	37-9501-02	EDUCATION AND TRAINING - STATEWIDE	90,156.33	2-24-78
TM-MT-5009(3)	8177	27-0604	ORCHARD DR. - WASH. ST DALLAS POLK COUNTY	139,382.21	〃
SRS-000S(2)	-	VARIOUS	SPRR X'ING AT S.W. 198TH AVE. WASHINGTON CO.	27.788.73	〃

PROJECT MANAGEMENT

(ORIGINAL)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATIC

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-M-5009 (3)

VOUCHER PERIOD: FROM 3-18-74 TO 9-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
Topics P.E. Prefix 27-0603 $ 9,654.80	$ 9,581.66	78.20%	$ 7,492.86	$ 7,492.86	$ 0.00	
Topics-Constr. 27-0604 Gr. 1 $ 88,220.58	88,108.87	78.20%	~~68,901.14~~	~~68,901.14~~	0.00	
Urban 27-0604 Gr. 2 $ 96,364.78	90,129.25	78.20%	70,481.07	70,481.07	0.00	
$194,240.16	$187,819.76	78.20%	$146,875.07	$146,875.07	$ 0.00	

I CERTIFY that the costs shown in this voucher are true and correct; the net amount claimed is due and payable as the Federal share of the participating costs incurred by the State under terms of the project agreement, applicable State and Federal law, regulations and requirements; no claim has been presented to, or payment made by, the United States for the amounts for which payment is claimed herein.

STATE HIGHWAY DEPARTMENT: Oregon

SIGN ORIGINAL ONLY

SIGNATURE OF AUTHORIZED OFFICER
V.E. Skoog
Controller

I CERTIFY that the herein described project and supporting records have been inspected by me, or by an employee of the Federal Highway Administration and are in accordance with the project agreement and that the amount herein approved is justly due.

ACCOUNT SUBMITTED FOR $ 0.00

DIFFERENCES *(Herein explained)*

APPROVED FOR $

SIGN ORIGINAL ONLY

Signature of FHWA representative

FORM PR-20 (6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Orchard-Drive-Washington St. (Dallas) Section Polk County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 9,581.66	
	Total Preliminary Engineering Cost				$ 9,581.66	
	Construction					
	Type Code Y008					
	Channelization (Orchard Dr.-Washington St. (Contr #8177)					
	Final Contract Payment Summary	Lump Sum			$125,160.47	
SFO	#1 Remove Existing Striping	All Required			927.69	
SFO	#2 Permanent Pavement Striping	All Required			2,493.39	
SFO	#3 Furnish Crosswalk Sign & Flood lights	All Required			28.18	
SFO	#4 Install Drain Pipe in Curb	All Required			216.67	
		SUBTOTAL			$128,826.40	
	Type Code Y031					
	Traffic Signals (5 Locations)					
	Final Contract Payment Summary	Lump Sum			$ 30,929.69	
SFO	#5 Replace Blinker Signal	All Required			320.49	
		SUBTOTAL			$ 31,250.18	
	Total Construction Cost				$160,076.58	
	Construction Engineering					
	State	All Required			$ 20,006.54	
	Topics $ 8,009.90					
	Urban 11,996.64					
	Total Construction Engineering Cost				$ 20,006.54	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			$ (1,845.00)	
	Urban ($ 1,845.00)					
	Total Participating Cost				$187,819.78	
	Non participating Items					
	Preliminary Engineering	All Required			$ 73.14	
	Interest Paid To Contractor	All Required			33.15	
SFO	#3 Furnish Crosswalk Sign & Flood lights	All Required			26.26	
	Construction Engineering	All Required			6,287.83	
	Topics $ 184.85					
	Urban 6,235.33					
	Total Nonparticipating Cost				$ 6,420.38	
	TOTAL COST				$194,240.16	
	Prepared based on participating costs shown on Federal Billing as of 12-22-77					
	AMOUNT CARRIED FORWARD...........					

238-7502

202,322.75

~~$155,000~~ PE 9654.80

PART. #1 82,336.69
NON PART. #1 2,998.35
Tot. = 85,335.04

PART. #2 100,066.53
NON PART. #2 7,266.38
TOT. = 107,332.91

192,667.95

CONST ENGR – P1 2,237.72 ~~2,306.90~~
N1 69.18

P2 21,773.77
N2 2,213.70

P 24,011.49
N 2,282.88

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 9-21-76

.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
T-M-5009 (3)

VOUCHER PERIOD: FROM 3-18-74 TO 9-28-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
Topics P.E. Prefix 27-0603 $ 9,654.80	$ 9,581.66	78.20%	$ 7,492.86	$ 7,492.86	$ 0.00	
Topics-Constr. 27-0604 Gr. 1 $ 88,220.58	88,108.87	78.20%	68,901.14	68,901.14	0.00	
Urban 27-0604 Gr. 2 $ 96,364.78	90,129.25	78.20%	70,481.07	70,481.07	0.00	
$194,240.16	$187,819.76	78.20%	$146,875.07	$146,875.07	$ 0.00	

RECEIVED DIVISION OFFICE BY DATE	FIELD AUDIT MADE BY DATE	PASSED FOR PAYMENT BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Orchard-Drive-Washington St. (Dallas) Section					
	Polk County					
	Preliminary Engineering					
	Type Code P.E.	All Required			$ 9,581.66	
	Preliminary Engineering				$ 9,581.66	
	Total Preliminary Engineering Cost					
	Construction					
	Type Code Y008					
	Channelization (Orchard Dr.-Washington St. (Contr #8177)	Lump Sum			$125,160.47	
	Final Contract Payment Summary	All Required			927.69	
SFO	#1 Remove Existing Striping	All Required			2,493.39	
SFO	#2 Permanent Pavement Striping	All Required			28.18	
SFO	#3 Furnish Crosswalk Sign & Flood lights	All Required			216.67	
SFO	#4 Install Drain Pipe in Curb		SUBTOTAL		$128,826.40	
	Type Code Y031					
	Traffic Signals (5 Locations)	Lump Sum			$ 30,929.69	
	Final Contract Payment Summary	All Required			320.49	
SFO	#5 Replace Blinker Signal		SUBTOTAL		$ 31,250.18	
					$160,076.58	
	Total Construction Cost					
	Construction Engineering	All Required			$ 20,006.54	
	State					
	Topics $ 8,009.90					
	Urban 11,996.64				$ 20,006.54	
	Total Construction Engineering Cost					
	Liquidated Damages	Lump Sum			$ (1,845.00)	
	Final Contract Payment Summary					
	Urban ($ 1,845.00)				$187,819.78	
	Total Participating Cost					
	Non participating Items	All Required			$ 73.14	
	Preliminary Engineering	All Required			33.15	
	Interest Paid To Contractor	All Required			26.26	
SFO	#3 Furnish Crosswalk Sign & Flood lights	All Required			6,287.83	
	Construction Engineering					
	Topics $ 184.85					
	Urban 6,235.33				$ 6,420.38	
	Total Nonparticipating Cost				$194,240.16	
	TOTAL COST					
	Prepared based on participating costs shown on Federal Billing as of 12-22-77					
	AMOUNT CARRIED FORWARD..					

FORM PR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYME VOUCHER - COVER SHEE

FISCAL YEAR	PAYEE Morse Brothers, Inc. P.O. Box 7 Lebanon, OR 97356	VOUCHER DATE 8/9/76	TOTAL AMOUNT $ 2,730.00
WARRANT NUMBER 7481	CONTRACT NO. 8177	ESTIMATE NO. 9 PF	

PERIOD COVERED: to 4/6/76

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________ certify that I am ______________________

______________________ (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
8177	9	

FEDERAL AID PROJECT NO.
I-M 5009003
MT 0509003

.LAS)

PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT		PRESENT AMOUNT
0.0000	70.000	11900.00	A	11900.00	
0.0000	30.000	5100.00	7	5100.00	
0.0000	39.000	3900.00	A	3900.00	
0.0000	61.000	6100.00	7	6100.00	
4.0000	131.400	525.60	A	525.60	
4.0000	338.000	1352.00	7	1352.00	
0.0000	5.000	500.00	7	500.00	
17.0000	423.500	7199.50	A	7199.50	
17.0000	181.500	3085.50	7	3085.50	
0.0000	40.000	1320.00	A	1320.00	
0.0000	60.000	1980.00	7	1980.00	
4.3000	4,210.540	18105.24	A	18105.24	
4.3000	1,358.770	5842.71	7	5842.71	
10.0000	107.920	1079.20	A	1079.20	
0.0000	60.000	180.00	A	180.00	
0.0000	40.000	120.00	7	120.00	
25.0000	147.200	3680.00	A	3680.00	
20.0000	5.900	118.00	A	118.00	
20.0000	4.100	82.00	7	82.00	
15.0000	31.060	465.90	A	465.90	
15.0000	147.020	2205.30	7	2205.30	
12.7500	1,803.050	22988.89	A	22988.89	
12.7500	2,100.000	26775.00	B	26775.00	
12.7500	1,650.000	21037.50	7	21037.50	
85.0000	251.040	21338.40	A	21338.40	
85.0000	106.640	9064.40	7	9064.40	
13.0000	191.000	2483.00	A	2483.00	
17.0000	122.000	2074.00	A	2074.00	
9.0000	23.000	207.00	A	207.00	
0.0000	3.000	2550.00	A	2550.00	
20.0000	3.000	1560.00	A	1560.00	

TOTAL CONTRACT ITEMS	Pacific A	$ 101,674.73	
VED ON CONTRACT ITEMS	Pacific B	26,775.00	
FORCE ACCOUNT	Group 7	56,469.41	
TOTAL PAYMENTS	Page Total	$184,919.14	

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	8177
ESTIMATE NO.	9
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
20	1P CONCRETE INLETS TYPE CG-1	ONLY	585.0000	6.000	3510.00	A 3510.00	
22	1P CONCRETE WALKS PA 2	SQ YDS	10.7000	177.110	1895.08	A 1895.08	
22	7N CONCRETE WALKS	SQ YDS	10.7000	272.500	2915.75	7 2915.75	
23	1P CONCRETE DRIVEWAYS PA 2	SQ YDS	13.2000	207.250	2735.70	A 2735.70	
23	7N CONCRETE DRIVEWAYS	SQ YDS	13.2000	337.610	4456.45	7 4456.45	
24	1P CONCRETE CURB PA 2	CU YDS	96.0000	64.800	6220.80	A 6220.80	
24	7N CONCRETE CURBS	CU YDS	96.0000	26.370	2531.52	7 2531.52	
25	1P ADJUSTING MANHOLES	ONLY	300.0000	5.000	1500.00	A 1500.00	
26	1P RECONSTRUCTING MANHOLES	ONLY	450.0000	2.000	900.00	A 900.00	
28	7N FLASHING BEACON INSTALL COMPLETE	LUMP SUM	22587.0000	100.000	22587.00	7 22587.00	
	PRICE AGREEMENT ITEMS						
0101	1P BAR RUN GRAVELS	CU YD	6.5000	922.830	5998.40	A 5998.40	
0201	2P TEMP PROT & DIR TRAF	LUMP SUM	500.0000	100.000	500.00	B 500.00	
0203	2P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	500.0000	100.000	500.00	B 500.00	
0302	1P SEEDING & MULCHING REVISION	LUMP SUM	600.0000	100.000	600.00	A 600.00	
0401	2P PENALTY FOR NON-SPEC AC MIX	TON	12.7500-	22.210	283.18-	B 283.18-	
	ADJUSTMENT ITEMS						
001	P LIQUIDATED DAMAGES UNIT B	DAY	30.0000-	136.000	4080.00-	4080.00-	
001A	P LIQ DAM TIME EXT APPROVED8-3-76, UNIT B	DAY	30.0000	91.000	2730.00		2730.00
	FORCE ACCOUNT ITEMS						
01	2P MAINTAIN PERM TRAFFIC SIGNING				2229.28	B 2229.28	
02	2P CONST DRAIN DITCH				121.20	B 121.20	
03	7N REPAIR CURB DAMAGE				332.95	7 332.95	
04	2P BARK MULCH				481.39	B 481.39	
05	1P MODIFY BRACKETS X WALK SIGN				125.76	A 125.76	

DATE 08 09 76 PG. 02 8177	TOTAL CONTRACT ITEMS	Partic A	$ 23,485.74
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	Partic B	4,154.69
CHECKED BY:	FORCE ACCOUNT	Group 7	32,823.67
ENGINEER OR AUDITOR	TOTAL PAYMENTS	Page Total	$ 60,464.10

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	8177
ESTIMATE NO.	9
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	Identification	Type Code	"P" Constr Cost	"N" Constr. Cost	Liq. Damages	Total Cost	
	Channelization A	Y008	$ 125,160.47	$ —	$ (337.50)	$ 124,822.97	
	Traffic Signals B	Y031	30,929.69	—	(1,507.50)	29,422.19	
	Statework Gr 7	—		89,293.08	495.00	89,788.08	
		Total	$ 156,090.16	$ 89,293.08	$ (1,350.00)	$ 244,033.24	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 05 09 76 PG. 03 8177				
PREVIOUS VOUCHER NO. 907	TOTAL CONTRACT ITEMS	240136.66	237406.66	2730.00
CHECKED BY: JP:dk	- % RETAINED ON CONTRACT ITEMS	-	-	-
ENGINEER OR AUDITOR L. Weber	FORCE ACCOUNT	3896.58	3896.58	
	TOTAL PAYMENTS	244,033.24	241,303.24	2,730.00

Form E-144

T-99
M-26

Oregon State Highway Division

Office Data—Oregon Federal-Aid Projects

ORCHARD DR-WASH ST (DALLAS) SEC

Project No. T-M-5009(3)

Project WASH ST-CLAY ST (DALLAS) SEC Highway KINGS VALLEY & CITY ST. County POLK

Type of work P.E., CHANNELIZATION, TRAFFIC SIGNALS Length—Rdy. ______ Brs. ______ Total 0.0

(T) PR-1 Estimate—Date Submitted 9-9-74 Amount 107,500 Government 84,000 State 11,750 CITY ~~County~~ 11,750

(M) PR-1 Estimate—Date Submitted 3-17-75 Amount 94,410 Government 73,819 State 10,296 CITY ~~County~~ 10,295

PA Estimate—Date Submitted 5-14-75 Amount 171,219 Government 51,159 (T) 82,715 (M) State 18,672.50 County 18,672.50

SA Estimate—Date Submitted 6-27-75 Amount 171,219 Government 105,897.19 T 27,976.81 U State 18,672.50 City ~~County~~ 18,672.50

″ Estimate—Date Submitted 4-14-76 Amount 205,725- Government 71,225.81 Topics 89,630.19 U State 22,434.50 City ~~County~~ 22,434.50

″ Estimate—Date Submitted 9-12-77 Amount 205,725- Government 71,880.15 Topics 88,975.85 U State ______ County ______

______ Estimate—Date Submitted ______ Amount ______ Government ______ State ______ County ______

Program Submitted 9-9-74 Approved 9-18-74 Preliminary Engineering ______ Effective Date 9-18-74

Program Change 3-17-75 Approved 3-20-75 Rights of Way ______ Effective Date ______

Program Change ______ Approved ______ Construction ______ Effective Date 4-2-75

Program Change ______ Approved ______ Other ______ Effective Date ______

State Contract No. 8177 Work Grade Pave & Signals Contractor [illegible] Inc. P.P.R. Copy 7-17-75

State Contract No. ______ Work ______ Contractor ______ P.P.R. Copy ______

Project Agreement—Amount 51,159 - Topics Date } 5-20-75 Contract No. ______ Funds ______

Modified Agreement—Amount 82,715 - Urban S. Date } 5-20-75 Funds ______

Modified Agreement—Amount 105,897.19 Topics Date } 6-30-75 Funds ______

Modified Agreement—Amount 27,976.81 Ur. Sy. Date } 6-30-75 Funds ______

Modified Agreement—Amount 71,225.81 Topics 89,630.19 U.Sy Date } 4-20-76 Funds ______

Modified Agreement—Amount 71,880.15 Topics 88,975.85 U.Sy. Date 9-19-77 Funds ______

Remarks: ______

Record of Vouchers

Pro-rata 78.19%

VOUCHERS TO GOVERNMENT					DISTRIBUTION				
					Gr. 1 - 25%	Gr 2 - 45% ~~Topics~~	Gr. 3 - 30% Urban Sy.		
No.	Date Submitted	Amount	Total Amount to Date	Date Payment Received	PE 27 - 0603	27 - 0604			
Final	12-30-77	c.c	146,875.07	2-24-78	7,492.86	64,387.28	74,994.93		
P. final	5-8-78	3,257.10	150,132.18	8-8-78	7,492.86	64,387.29	78,252.03		
	Total								

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

1

U.S. D RTMENT OF TRANSPORTATION
FEDE AL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 9-20-76	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. T-M-5009(3)
COMPLETION DATE 4-6-76	ACCEPTANCE DATE BY CONTRACT AGENCY 6-11-76	TIME ELAPSED A-86 B-117 %	CONTRACT TIME A 125 Cal. days B 180 Cal. days
APPROVED EXTENSIONS 91 Calendar Days	LOCATION Orchard Drive-Washington Street (Dallas)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
[illegible]
Washin[illegible]

ORCHARD DRIVE-WASHINGTON ST. (DALLAS)
KINGS VALLEY HIGHWAY
Grading, Paving and Signals

The project is located in the City of Dallas and consisted of the following work:

1. Kings Valley Hwy. between Orchard Dr. and Ellendale Ave: Channelization to provide a continuous left turn lane which consists of grade, drain, curbs, high-type surface and pavement markings. Construction of sidewalk on west side.

2. Kings Valley Hwy. (N. Main St.) between Ellendale Ave. and Jefferson St.: Channelization to provide a continuous left turn lane which included pavement markings and elimination of parking. A flashing beacon signal was installed at Walnut Street intersection.

3. Kings Valley Hwy. (Washington St.) between Jefferson and Main St.: Channelization to provide a continuous left turn lane with work consisting of pavement markings. Flashing beacon signals were installed at the intersection of Washington Street with Jefferson Street and Main Street.

4. Uglow Ave. between Washington St. and Clay St.: Channelization to provide two auxiliary lanes for turning movements which consists of grade, drain, curbs, high-type surface, pavement markings and

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl,		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9-22-76	TITLE District Engineer	DATE 9/28/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

elimination of parking. Flashing beacon signal was installed at Miller Avenue intersection.

The project was completed on April 6, 1976 using 316 days to complete the work. Two time limits were set up; "A" for 125 calendar days for all work except for the flashing beacon and sign installation and "B" for all work to be completed within 180 calendar days. The work under "A" was completed using 108 days and an extension of time was granted for an additional 91 days. Thus 45 days of liquidated damages have been assessed at $30.00 per day.

Final contract costs overran the contract amount of $206,440.50 by 13%. The excavation quantity and asphalt pavement were the principal reasons for the overrun. This was due to the project extension on Miller Avenue.

SEP 30 '76
REFER TO

STATE COPY 8177

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* — 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Polk
FEDERAL PROJECT NO.: T-M-5009(3)
URBAN ☒
RURAL ☐

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y008 Y031	
20	FINAL CONSTRUCTION COST	DOL.	246,439	
21	LENGTH OF PROJECT	MILES		

DATE STARTED: May 23, 1975
DATE COMPLETED: April 6, 1976
TOTAL NO. BRIDGES:

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	5,682	58,221

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	83,858
	9	PETROLEUM PRODUCTS	GAL	16,752
	1	CEMENT	BBL	
CARD C	2 92	AGGREGATES PURCHASED	TON	1,202
	3	BITUMINOUS MATERIAL	GAL	
	4	LUMBER		
CARD D	5	TIMBER PILING		
	7	REINFORCING STEEL		4,098
	8	STRUCTURAL STEEL		
	10	EXPLOSIVES		
CARD E	11	READY MIXED CONCRETE		317
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	5,644
	15 95	AGGREGATES PRODUCED	TON CU. YD.	247
CARD F	16	MISCELLANEOUS STEEL		
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CARD G — 48 52 | 53 61 |

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		12	191
		18	131
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	[illegible]	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination [illegible] starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that [illegible] subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State furnished materials should be added [illegible] "Final Construction Cost" and also to item 22 "[illegible] Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL VOL. 6, CH. 4 SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate [illegible] costs incurred [illegible] contractor, and State-furnished [illegible]

"Length of Project." [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bituminous such as asphalt and tar [illegible] bituminous material included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood but excluding timber [illegible] guardrail and signs and lumber purchased for [illegible] reported. The quantity of lumber should be reported [illegible] **thousand board feet** and not as the number of board feet.

Item 5 - Report [illegible] regardless of size.

Item 6 - [illegible] regardless [illegible] structural plate pipe [illegible]

Item 7 - [illegible]

Item 8 - [illegible]

Item 9 - [illegible]

Item 10 - [illegible]

Item 11 - [illegible]

Item 12 - [illegible]

Item 13 - [illegible]

Item 14 - Report [illegible]

Items 15 and 95 - [illegible] as sand [illegible]

Item 16 - [illegible]

Items 17, 18 and 19 - [illegible]

Item 22 - [illegible]

Item 23 - [illegible]

Item 24 - [illegible]

Item 25 - [illegible]

Item 26 - [illegible]

Item 30 - [illegible]

*Quantities of steel [illegible] in segregating [illegible] to be reported unless difficulties are encountered.

8177

STATE COPY 9

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-142 + 9-146
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	#3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-19-77

rm Approved; O M B No. 04-R2089

State	Oregon
County	Polk
Project Number	T-M-5009(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 20, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 205,725.00	$ 205,725.00
Federal funds	71,225.81* $ 89,630.19**	71,880.15* $ 88,975.85**
Other revisions		

*Topics **U. System

This modification is made for the following reasons:

To increase topics funds to utilize unobligated balance subject to lapse on September 30, 1977.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of September, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, OR September 12, 1977

Federal Aid Project
No. T-M-5009(3)

Orchard Drive-Washington St. (Dallas) Section
Kings Valley Hwy. in Polk County

Revised Project Agreement Estimate

Type Code P.E. Preliminary Engineering Total same as previous estimate of April 14, 1976	$ 9,400.00
Type Code Y008 Channelization Total same as previous estimate of April 14, 1976	$171,480.00
Type Code Y031 Traffic Signals Total same as previous estimate of April 14, 1976	$ 24,845.00

Length of Roadway - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.(T) 78.2%	$ 9,400.00	$ 7,350.00	$ 1,025.00	$ 1,025.00
Channelization(T) 78.2%	82,519.38	64,530.15	8,994.61	8,994.62
Channelization(M) 78.2%	88,960.62	69,549.85	9,705.39	9,705.38
Signals(M) 78.2%	24,845.00	19,426.00	2,709.50	2,709.50
TOTALS	$205,725.00	$160,856.00	$22,434.50	$22,434.50

Contract 8177
Prefixes 27-0603 P.E.
27-0604

8/77

ATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-149 & 4-150

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State Oregon

County Polk

Project Number T-M-5009(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 20, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$171,219.00	$205,725.00
Federal funds	105,897.19 Topics $ 27,976.81 U.S.	71,225.81 Topics $ 89,630.19 U. System
Other revisions		

This modification is made for the following reasons:
Increase in bid item quantities and additional approved item and reduce topics funds to release funds for use on T-HHS-5010(6) and T-M-5025(23).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of April, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. F. Schroeder

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 14, 1976

Federal-Aid Project
No. T-M-5009(3)

Orchard Dr.-Washington St. (Dallas) Section Kings Valley Hwy. in Polk County

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All	Required		$ 9,400.00

Type Code Y008
Channelization (Orchard Dr.-Washington St.)

Mobilization	All	Required (70%)		$ 11,900.00
Temporary Protection and Direction of Traffic	All	Required (39%)		3,900.00
Temporary Signs	108	sq.ft.	4.00	432.00
*Flagmen	423	hours	17.00	7,191.00
Removal of Structures and Obstructions	All	Required (40%)		1,320.00
*General Excavation	4,210	cu.yds.	4.30	18,103.00
Trench Excavation	150	cu.yds.	10.00	1,500.00
Finishing Roadbed and Slopes	All	Required (60%)		180.00
*Finishing and Placing Topsoil	147	cu.yds.	25.00	3,675.00
Watering	12	M-gals.	20.00	240.00
Aggregate Shoulders	25	cu.yds.	15.00	375.00
*Class "B" or Class "C" Asphalt Concrete Mixture	3,903	tons	12.75	49,763.25
*Asphalt Cement in Mixture	251	tons	85.00	21,335.00
*12-inch Sewer Pipe	191	lin.ft.	13.00	2,483.00
*18-inch Sewer Pipe	122	lin.ft.	17.00	2,074.00
*Extra for Pipe Under Pavement	23	lin.ft.	9.00	207.00
*Concrete Manholes	3	only	850.00	2,550.00
*Concrete Inlets, Type G-1	3	only	520.00	1,560.00
Concrete Inlets, Type CG-1	6	only	585.00	3,510.00
8-inch Drain Pipe	20	lin.ft.	12.00	240.00
Concrete Walks	180	sq.yds.	10.70	1,926.00
Concrete Driveways	240	sq.yds.	13.20	3,168.00
Concrete Curbs	56	cu.yds.	96.00	5,376.00
*Adjusting Manholes	5	only	300.00	1,500.00
*Reconstructing Manholes	2	only	450.00	900.00
Capping Inlets	1	only	170.00	170.00
				$145,578.25

Additional Items

Temporary Erosion Control	All	Required (70%)		$ 350.00
Permanent Pavement Striping	All	Required (70%)		490.00

Stage Construction Striping	All Required (60%)		180.00
Remove Old Striping	All Required		3,300.00
PA 1 Bar Run Gravel	922 cu.yds.	6.50	5,993.00
			$ 10,313.00
	Subtotal		$155,891.25
	Engineering		15,588.75
	Total		$171,480.00

* Change in Quantities

Type Code Y031
Traffic Signals (5 Locations)

Flashing Beacon Installation, Complete	All Required	$ 22,587.00
	Subtotal	$ 22,587.00
	Engineering	2,258.00
	Total	$ 24,845.00

Length of Roadway - - - - - - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Pro Rata	Fed. Funds	State Funds	City Funds
Preliminary Engr. (T)	$ 9,400.00	78.19%	$ 7,349.00	$ 1,025.50	$ 1,025.50
Channelization (T)(G-1)	81,695.00	78.19%	63,876.81	8,909.09	8,909.10
Channelization (U)(G-2)	89,785.00	78.19%	70,204.19	9,790.41	9,790.40
Traffic Signals (U)(G-2)	24,845.00		19,426.00	2,709.50	2,709.50
Total	$205,725.00		$160,856.00	$22,434.50	$22,434.50

Group 1	25%
Group 2	45%
Group 7	30%
Contract No.	8177
Prefix	27-0604
P.E. Prefix	27-0603

Orchard Dr.-Washington St. (Dallas) Section
Nonparticipating - State Work

Mobilization	All Required (30%)		$ 5,100.00
Temporary Protection and Direction of Traffic	All Required (61%)		6,100.00
Temporary Signs	282 sq.ft.	4.00	1,128.00
Temporary Barricades	5 only	100.00	500.00
Flagmen	181 hours	17.00	3,077.00
Removal of Structures and Obstructions	All Required (60%)		1,980.00
General Excavation	1,359 cu.yds.	4.30	5,843.70
Finishing Roadbed and Slopes	All Requried (40%)		120.00
Watering	8 M-gals.	20.00	160.00
Aggregate Shoulders	147 cu.yds.	15.00	2,205.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,650 tons	12.75	21,037.50
Asphalt Cement in Mixture	110 tons	85.00	9,350.00
Concrete Walks	272 sq.yds.	10.70	2,910.40
Concrete Driveways	338 sq.yds.	13.20	4,461.60
Concrete Curbs	24 cu.yds.	96.00	2,304.00
			$ 66,277.20

Additional Items

Temporary Erosion	All Required (30%)	$ 150.00
Stage Construction Striping	All Required (40%)	120.00
Permanent Signing	All Required (30%)	210.00
Permanent Pavement Striping	All Required (30%)	210.00
		$ 690.00
	Subtotal	$ 66,967.20
	Engineering	6,695.80
	Total	$ 73,663.00

MONTHLY TRANSACTION NUMBER
6-3324 6-233

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

TATE
Oregon

COUNTY
Polk

PROJECT NUMBER
T-M-5009(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 20, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 171,219	$ 171,219
Federal Funds	51,159 topics $ 82,715 U. System	105,897.19 topics $ 27,976.81 U. system
Other revisions		

This modification is made for the following reasons:

To increase topics funds to utilize balance subject to lapse on July 1, 1975.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of June, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-M-5009(3)

ORCHARD DR.-WASHINGTON ST. (DALLAS) SEC.

KINGS VALLEY HIGHWAY IN POLK COUNTY

Salem, Oregon, June 27, 1975

Revised project agreement estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,400.00

Type Code Y008
Channelization (Orchard Dr.-Washington St.)

Mobilization	All	Required (70%)		$ 11,900.00
Temporary Protection and Direction of Traffic	All	Required (39%)		3,900.00
Temporary Signs	108	sq.ft.	4.00	432.00
Flagmen	350	hour	17.00	5,950.00
Removal of Structures and Obstructions	All	Required (40%)		1,320.00
General Excavation	2,510	cu.yd.	4.30	10,793.00
Trench Excavation	150	cu.yd.	10.00	1,500.00
Finishing Roadbed and Slopes	All	Required (60%)		180.00
Finishing and Placing Topsoil	25	cu.yd.	25.00	625.00
Watering	12	M-gal.	20.00	240.00
Aggregate Shoulders	25	cu.yd.	15.00	375.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,900	ton	12.75	36,975.00
Asphalt Cement in Mixture	190	ton	85.00	16,150.00
12-inch Sewer Pipe	544	lin.ft.	13.00	7,072.00
18-inch Sewer Pipe	90	lin.ft.	17.00	1,530.00
Extra for Pipe Under Pavement	160	lin.ft.	9.00	1,440.00
Concrete Manholes	2	only	850.00	1,700.00
Concrete Inlets, Type G-1	4	only	520.00	2,080.00
Concrete Inlets, Type CG-1	6	only	585.00	3,510.00
8-inch Drain Pipe	20	lin.ft.	12.00	240.00
Concrete Walks	180	sq.yd.	10.70	1,926.00
Concrete Driveways	240	sq.yd.	13.20	3,168.00
Concrete Curbs	56	cu.yd.	96.00	5,376.00
Adjusting Manholes	4	only	300.00	1,200.00
Reconstructing Manholes	1	only	450.00	450.00
Capping Inlets	1	only	170.00	170.00
				$120,202.00

Additional Items

Temporary Erosion Control	All Required (70%)	$ 350.00
Permanent Pavement Striping	All Required (70%)	490.00
Stage Construction Striping	All Required (60%)	180.00
Remove Old Striping	All Required	3,300.00
		$ 4,320.00
	Subtotal	$124,522.00
	Engineering	12,452.00
	Total	$136,974.00

Type Code Y031
Traffic Signals (5 Locations)

Flashing Beacon Installation, Complete	All Required	$ 22,587.00
	Subtotal	$ 22,587.00
	Engineering	2,258.00
	Total	$ 24,845.00

Length of Roadway - - - - - 0.0 mile

Retain in Program Status

Permanent Signing	All Required (70%)	$ 490.00
	Subtotal	$ 490.00
	Engineering	49.00
	Total	$ 539.00

SUMMARY OF FUNDS

Description	Total Cost	Pro Rata	Federal Funds	State Funds	City Funds
Preliminary Engr. (T)	$ 9,400.00	78.19%	$ 7,349.00	$ 1,025.50	$ 1,025.50
Channelization(T)(G-1)	126,037.00	78.19%	98,548.19	13,744.40	13,744.41
Channelization(U)(G-2)	10,937.00	78.19%	8,550.81	1,193.10	1,193.09
Traffic Signals(U) (G-2)	24,845.00	78.19%	19,426.00	2,709.50	2,709.50
Subtotal	$171,219.00		$133,874.00	$18,672.50	$18,672.50
Retained in Program (U)(G-2)	539.00	78.19	421.00	59.00	59.00
Total	$171,758.00		$134,295.00	$18,731.50	$18,731.50

Group 1 - 25%
Group 2 - 45%
Group 7 - 30%

Contract No. 8177
Prefix 27-0604
P.E. Prefix 27-0603

ORCHARD DR.-WASHINGTON ST. (DALLAS) SECTION

Nonparticipating - State Work

Mobilization	All Required (30%)		$ 5,100.00
Temporary Protection and Direction of Traffic	All Required (61%)		6,100.00
Temporary Signs	282 sq.ft.	4.00	1,128.00
Temporary Barricades	5 only	100.00	500.00
Flagmen	150 hour	17.00	2,550.00
Removal of Structures and Obstructions	All Required (60%)		1,980.00
General Excavation	2,130 cu.yd.	4.30	9,159.00
Finishing Roadbed and Slopes	All Required (40%)		120.00
Watering	8 M-gal.	20.00	160.00
Aggregate Shoulders	15 cu.yd.	15.00	225.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,650 ton	12.75	21,037.50
Asphalt Cement in Mixture	110 ton	85.00	9,350.00
Concrete Walks	220 sq.yd.	10.70	2,354.00
Concrete Driveways	120 sq.yd.	13.20	1,584.00
Concrete Curbs	24 cu.yd.	96.00	2,304.00
			$ 63,651.50

Additional Items

Temporary Erosion	All Required (30%)	$ 150.00
Stage Construction Striping	All Required (40%)	120.00
Permanent Signing	All Required (30%)	210.00
Permanent Pavement Striping	All Required (30%)	210.00
		$ 690.00

Subtotal	$ 64,341.50
Engineering	8,685.50
Total	$ 73,027.00

3-31-75 R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON
		COUNTY POLK
		PROJECT NO. T-M-5009(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-18-74	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 171,219	FEDERAL FUNDS 51,159 TOPICS $ 82,715 URBAN SYSTEM

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. T-M-5009(3)

ORCHARD DR.-WASHINGTON ST. (DALLAS) SEC.

KINGS VALLEY HIGHWAY IN POLK COUNTY

Salem, Oregon, May 14, 1975

Project agreement estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,400.00

Type Code Y008
Channelization (Orchard Dr.-Washington St.)

Mobilization	All Required (70%)		$ 11,900.00
Temporary Protection and Direction of Traffic	All Required (39%)		3,900.00
Temporary Signs	108 sq.ft.	4.00	432.00
Flagmen	350 hour	17.00	5,950.00
Removal of Structures and Obstructions	All Required (40%)		1,320.00
General Excavation	2,510 cu.yd.	4.30	10,793.00
Trench Excavation	150 cu.yd.	10.00	1,500.00
Finishing Roadbed and Slopes	All Required (60%)		180.00
Finishing and Placing Topsoil	25 cu.yd.	25.00	625.00
Watering	12 M-gal.	20.00	240.00
Aggregate Shoulders	25 cu.yd.	15.00	375.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,900 ton	12.75	36,975.00
Asphalt Cement in Mixture	190 ton	85.00	16,150.00
12-inch Sewer Pipe	544 lin.ft.	13.00	7,072.00
18-inch Sewer Pipe	90 lin.ft.	17.00	1,530.00
Extra for Pipe Under Pavement	160 lin.ft.	9.00	1,440.00
Concrete Manholes	2 only	850.00	1,700.00
Concrete Inlets, Type G-1	4 only	520.00	2,080.00
Concrete Inlets, Type CG-1	6 only	585.00	3,510.00
8-inch Drain Pipe	20 lin.ft.	12.00	240.00
Concrete Walks	180 sq.yd.	10.70	1,926.00
Concrete Driveways	240 sq.yd.	13.20	3,168.00
Concrete Curbs	56 cu.yd.	96.00	5,376.00
Adjusting Manholes	4 only	300.00	1,200.00
Reconstructing Manholes	1 only	450.00	450.00
Capping Inlets	1 only	170.00	170.00
			$120,202.00

Additional Items

Temporary Erosion Control	All Required (70%)	$ 350.00
Permanent Pavement Striping	All Required (70%)	490.00
Stage Construction Striping	All Required (60%)	180.00
Remove Old Striping	All Required	3,300.00
		$ 4,320.00
	Subtotal	$124,522.00
	Engineering	12,452.00
	Total	$136,974.00

Type Code Y031
Traffic Signals (5 Locations)

Flashing Beacon Installation, Complete	All Required	$ 22,587.00
	Subtotal	$ 22,587.00
	Engineering	2,258.00
	Total	$ 24,845.00

Length of Roadway - - - - - 0.0 mile

Retain in Program Status

Permanent Signing	All Required (70%)	$ 490.00
	Subtotal	$ 490.00
	Engineering	49.00
	Total	$ 539.00

SUMMARY OF FUNDS

Description	Total Cost	Pro Rata	Federal Funds	State Funds	City Funds
Preliminary Engr.(T)	$ 9,400.00	78.19%	$ 7,349.00	$ 1,025.50	$ 1,025.50
Channelization(T)(G-1)	56,031.00	78.19%	43,810.00	6,110.50	6,110.50
Channelization(U)(G-2)	80,943.00	78.19%	63,289.00	8,827.00	8,827.00
Traffic Signals(7)(G02)	24,845.00	78.19%	19,426.00	2,709.50	2,709.50
Subtotal	$171,219.99		$133,874.00	$18,672.50	$18,672.50
Retained in Program (U)(G-2)	539.00	78.19	421.00	59.00	59.00
Total	$171,758.00		$134,295.00	$18,731.50	$18,731.50

Group 1 - 25% Group 2 - 45% Group 7 - 30%

Contract No. 8177
Prefix 27-0604
P.E. Prefix 27-0603

ORCHARD DR.-WASHINGTON ST. (DALLAS) SECTION

Nonparticipating - State Work

Mobilization	All Required (30%)		$ 5,100.00
Temporary Protection and Direction of Traffic	All Required (61%)		6,100.00
Temporary Signs	282 sq.ft.	4.00	1,128.00
Temporary Barricades	5 only	100.00	500.00
Flagmen	150 hour	17.00	2,550.00
Removal of Structures and Obstructions	All Required (60%)		1,980.00
General Excavation	2,130 cu.yd.	4.30	9,159.00
Finishing Roadbed and Slopes	All Required (40%)		120.00
Watering	8 M-gal.	20.00	160.00
Aggregate Shoulders	15 cu.yd.	15.00	225.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,650 ton	12.75	21,037.50
Asphalt Cement in Mixture	110 ton	85.00	9,350.00
Concrete Walks	220 sq.yd.	10.70	2,354.00
Concrete Driveways	120 sq.yd.	13.20	1,584.00
Concrete Curbs	24 cu.yd.	96.00	2,304.00
			$ 63,651.50

Additional Items

Temporary Erosion	All Required (30%)	$ 150.00
Stage Construction Striping	All Required (40%)	120.00
Permanent Signing	All Required (30%)	210.00
Permanent Pavement Striping	All Required (30%)	210.00
		$ 690.00

Subtotal	$ 64,341.50
Engineering	8,685.50
Total	$ 73,027.00

8177

August 13, 1976

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen

A post-final payment for $2,730 will be made to Morse Bros., Inc., on Contract No. 8177 for work on the Orchard Drive-Washington Street (Dallas) Section of the Kings Valley Highway in Polk County as soon as the warrant is prepared.

The total amount paid on this contract will be $244,033.24 including the post-final payment. Of the total $3,896.58 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Morse Bros., Inc.
E. Grant St.
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

527

Dallas
GC

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 11, 1976

Mr. Howard Brandvold
CITY MANAGER
City Hall
Dallas, Oregon 97338

Dear Mr. Brandvold:

As discussed with your office on the 9th of August, the Regional Traffic Engineer will in the near future contact your office and make a appointment to discuss the Miller - Uglow - Washington problem with you. It would appear that discretion with the enforcement of ORS 487.405(b), would be the most attractive solution.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

DW/lea

RECEIVED
COUNTY & CITY SECTION
AUG 16 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
AUG 12 '76
REFER TO

George Hopkins ✓

Dallas

City of Dallas - Office of the City Manager

August 5, 1976

Don Harwell
County-City Engineer
203 State Highway Building
Salem, Oregon 97310

Dear Sir Don

Walter Foster, the District Court Judge of Polk County, has advised me that, in his opinion, traffic moving easterly on Washington Street to Uglow Avenue then south a short distance and turning left onto Miller Avenue or traffic moving westerly on Miller Avenue and turning north for a short distance on Uglow Avenue thence westerly on Washington Street, cannot legally make that maneuver in accordance with the new State Traffic Code. Will you please have the State Traffic Engineers investigate this intersection and advise me on a solution so that the turning maneuver can be legal.

Roger Trelstad called me a few days ago suggesting that a green arrow on a blinking light for eastbound traffic on Washington and Uglow is not a standard recognized fixture. The directional green arrow light is there as he suggested. It was installed to State specifications, I presume, at the time that that whole intersection was redesigned about a year ago as part of a total improvement plan. What do we do now?

I would appreciate your forwarding these inquiries to the proper sections of the highway division.

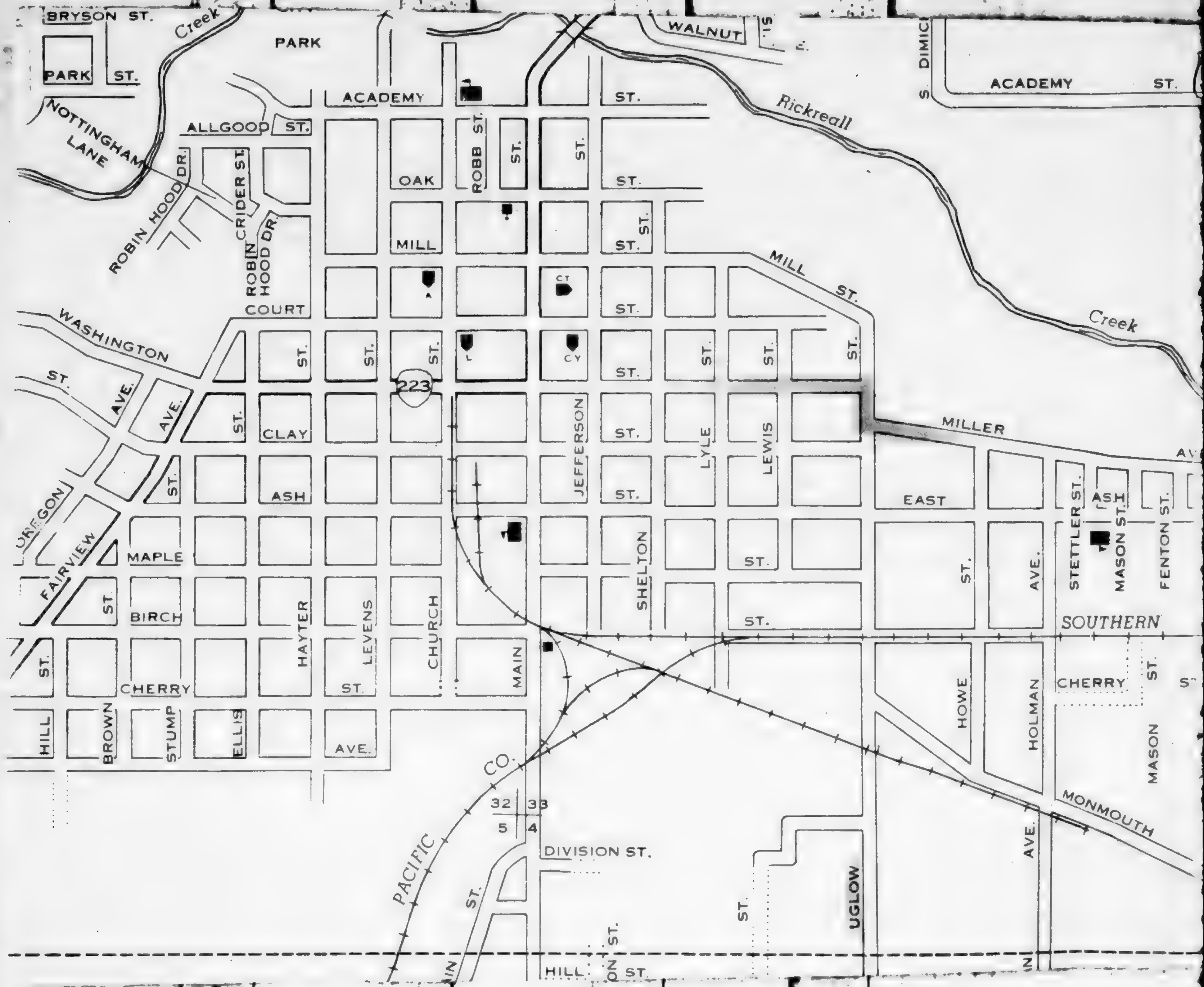
Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem

RECEIVED
COUNTY & CITY SECTION
AUG - 5 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338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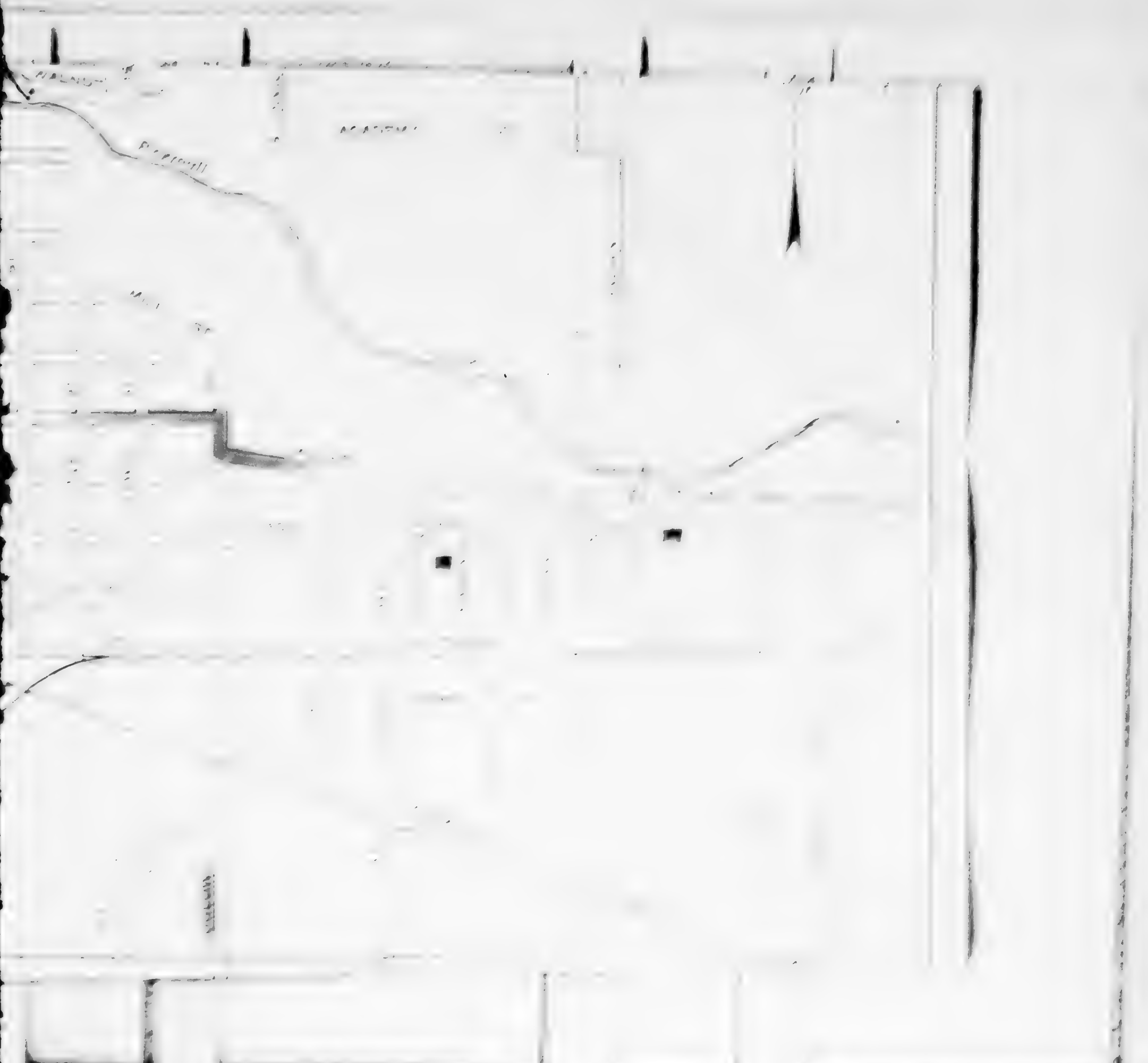
WALNUT
ACADEMY

August 3, 1976

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8177 for work on Orchard Drive-Washington Street (Dallas) in Polk County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 91 days is granted, extending the time after January 6, 1976 when the flashing beacons were placed in operation. We do not find valid reason for extending the time counted prior to that date.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter (enc.)
C. T. Keasey "
Robert Church "
C. O. Fredrickson

JAB:fr ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 30, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project TM 5009(3)
Orchard Dr. - Washington St. (Dallas)
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

ATTN: Mr. E. S. Hunter, Deputy State Highway Engineer

Your letter of July 14, 1976 concerning a time extension request on the subject project has been reviewed.

As the work was completed on the project except for some minor circuitry work and traffic had full use of the project, we concur in the 91-day extension, leaving 45 days of liquidated damages.

G. L. Green

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 14, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Time Extension Request
Orchard Dr.-Washington St. (Dallas)
FAP No. TM-5009(3)
Contract No. 8177

The contractor has requested a complete time extension on the overall completion requirement. This project had a two-phase completion time. The early phase included all road work and the contractor met that requirement. The overall completion covered flashing beacon and sign installation work. The overall time overran 136 days at $30 per day.

The flashing beacons went into operation on January 6, 1976, at which time 45 days' liquidated damages had accrued. Time continued to be charged after that until the contractor had finished some required circuitry. The field recommendation is to extend the time for the 91 days counted after January 6. Since the public had use of the facility, the liquidated damages remaining would more than cover the engineering costs incurred during this interval.

We ask your concurrence in a 91-day extension. This project has some Topics funding.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 12, 1976

FILE: CON 5 #8177

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Orchard Dr.-Washington St. (Dallas)
Contract No. 8177
Request for Time Extension

Morse Bros., Inc. requests a 163-day time extension on the overall completion requirement. This project had a 2 phase completion time. The early phase included all road work and the contractor met that requirement. The overall completion covered flashing beacon and sign installation work which was subcontracted to Linnco Electric. The overall time overran 136 days at $30 per day.

The contractor's derivation of 163 in his request is not apparent. He may have just transposed the numbers. The flashing beacons first went into operation on January 6, 1976 at which time 45 days liquidated damages had accrued. Time continued to be charged after that until the contractor had finished some required circuitry. The field recommendation is to extend the time for the 91 days counted after January 6. I note that most of the subcontractor's discussion of the problems in getting the project completed concerns time after this date. He doesn't offer much in the way of reasons for extension of the first 45 days. The 91-day extension recommended by the field seems very fair to the contractor and we concur.

Our engineering overran more than $9,000, but most of this occurred in 1975. This project has some Topics funding. Rough draft letters to FHWA and to the contractor on the basis of a 91-day extension are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENG
JUL 13 '76
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [illegible]7 Contractor [illegible]orse [illegible]os. Inc.

Highway Kings Valley

Section [illegible]rchard Dr. - Washington St. (Dallas)

Kind of Work Grading, Paving, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 91-day time extension of contract time to refund liquidated damages assessed after flashing beacons were in operation and all other work was completed.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 7[illegible]

Project designation [illegible]
[illegible] -5003(3)
State Federal

Date awarded [illegible]a[illegible] 12, [illegible]

Work started [illegible] [illegible], 1975

Per cent completed 100% April [illegible], 1976
Date

No. of Workdays Allowed A -Grading- 125
B -Signals- 1[illegible]

No. of Workdays Used A- Grading- 10[illegible]
B- Signals- 316

No. of Added Workdays Requested [illegible] - 163

SP*6296-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 10, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 343 days, within which to complete our Contract No. 8177, without the assessment of liquidated damages. The said contract is described as follows:

ORCHARD DRIVE - WASHINGTON ST. (DALLAS)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please review attached documentation which was previously submitted to your office.

OREGON STATE HIGHWAY DIV.
RECEIVED
JUN 11 1976
☐ RE ☐ INSP.
☐ ASST. ☐ OM

Respectfully submitted,

[illegible]E BROS., INC.
Contractor

By Robert Christman

CONSENT OF SURETY

Date June 10, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Patricia L. King
Attorney-in-fact

(SEAL)

Patricia L. King
Resident Agent

HARRISBURG
P. O. BOX 205
PHONE 995-6336

LEBANON
P. O. B[illegible]
PHONE 258-[illegible]141

ALBANY
1759 S. E. KENNEL RD.
PHONE 928-2847

CORVALLIS
BOX 1126
PHONE 752-3428

SWEET HOME
2903 GREEN RIVER RD.
PHONE 367-8174

MORSE BROS., INC.

April 28, 1976

Loren Weber
Resident Engineer
P.O. Box 30
Salem, OR 97310

RE: Orchard Dr. - Washington St. (Dallas)

Dear Sir:

The purpose of this letter is to request an extension of time on the above mentioned project.

Since the over time was directly related to electrical problems, I asked our Electrical Sub-Contractor to reconstruct the delays incurred by them and the reasons.

Please find enclosed for your review, all correspondence that I have received in order to justify our request for this extension of time. We are requesting the total 163 days to be extended on the contract.

I am sure you are aware of most of the delays and trust you will look favorably upon this request.

Very truly yours,

MORSE BROS., INC.

Robert Christman
Construction Gen. Mgr.

RC/lc

Encs.

OREGON S[illegible]
RE[illegible]

☐ RE
☐ INSP.
☐ ASST.
☐ OM

LINNCO ELECTRIC

910 E. QUEEN, ALBANY, OREGON 97321
P.O. BOX 925 Phone 926-4266

April 26, 1976

RECEIVED
APR 27 1976
MORSE BROS. INC.
LEBANON

Robert Christman
Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Re: Orchard Drive-Washington St., OSHD Contract #8177

Dear Sir:

Pursuant to our telephone conversation of April 23, 1976, please accept this as an outline for a time extension request. The problems, as you well know, are many and varied. I will, however, do my best to reconstruct them.

I. December 14, 1975. Terminal cabinets rejected by State of Oregon. Acceptable cans were ordered and installed the week of January 7, 1976.

II. January 27, 1976. Received letter from State of Oregon with concern for disconnecting means in terminal cabinets. State of Oregon suggested moving the meter base up and installing a seperate cabinet between the terminal cabinet and the meter base.

III. February 13, 1976. Received letter from State of Oregon to verify the necessity of installatuon of a seperate circuit breaker assembly.

IV. February 25, 1976. Sent letter to Mr. Loren Weber, Resident Engineer, OSHD, stating that we had purchased and sent to the job site five QO2RB Square D rain-tight circuit breaker enclosures. These enclosures were determined to be unsatisfactory at the job site. We then asked Fouch Electric for submittals for five acceptable boxes with breakers.

V. March 1, 1976. Sent letter, with submittals from Fouch Electric, to Mr. Loren Weber, Resident Engineer, OSHD, for acceptable circuit breaker enclosures.

OREGON STATE HIGHWAY DIV.
RECEIVED
☐ RE
JUN 14 1976
☐ INSP.
☐ ASST.
☐ OM

VI. March 11, 1976. Sent letter to Morse Bros. advising shipping schedule of acceptable panel enclosures. Panels determined to have an approximate delivery date of March 17, 1976.

VII. April 5, 1976. Acceptable panels finally arrived and were installed April 5th and 6th.

Hopefully this will reconstruct the time schedule. Admittedly, it is rough. I have in each case enclosed a letter for the points outlined. In addition to the letters, there have been many phone calls made in hopes of expediting this matter. In any case, Linnco is at this time completely finished with the scope of work as we see it. We therefore request that a time extension be granted for excess time based on the proceeding information.

Sincerely yours,

LINNCO ELECTRIC

Greg N. Strombeck

GNS:gf

ENCL. (6)

OREGON STATE HIG[illegible]
RECEIVED
☐ RE
JUN 1 [illegible]
☐ INSP.
☐ ASST.
☐ OM

8177

June 25, 1976

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

Contract No. 8177 awarded to Morse Bros., Inc., for work on the Orchard Drive-Washington Street (Dallas) Section of the Kings Valley Highway in Polk County was completed on April 6, 1976, and accepted by the State Highway Engineer on June 14, 1976.

Final payment in the amount of $9,945.84 will be released to the contractor after June 30, 1976. The total amount is $241,303.24 including $3,896.58 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Morse Bros., Inc.
E. Grant St.
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

May 11, 1976

MEMO TO THE FILES

D.N. Har

FROM: D. N. Harwell
County-City Engineer

RE: Signal Problem, ORE 223 at Walnut
Four-laning, ECL-Ellendale Sec. of ORE 223
City of Dallas

I met with Mr. Howard Brandvold, City Manager of Dallas. We discussed various projects that had been completed; namely the one-way couplet, the FAUS project, and the increase in traffic downtown Dallas on Main and Jefferson; also the blinking light that was installed at the intersection of Walnut and ORE 223 (State Highway). The light is apparently not adequate for the traffic, specifically at peak hours. He would like to know if some one could review this and determine if a traffic signal would be warranted or if a rider such as a red stop light could be installed.

Another matter discussed was a possible four-lane section on Dallas-Rickreall Highway 189 (ORE 223) from Elendale Ave. easterly to the east city limits of Dallas. This is an old matter and could possibly be considered under future programming; however, at the moment funding is at an absolute minimum based on other needs.

Mr. Brandvold requested a copy of our agreement with the Oregon Grange regarding retired persons, such as the Green Thumb project. I have forwarded him a copy of the agreement.

DNH:dp

cc: C. Fredrickson

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10 16

FEDERAL AID PROJECT NO.
-M-5009(3)

STATE PROJECT NO.
Orchard Dr.-Washington St.

COUNTY NAME
Polk

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
T-99 & M-26

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED
4-2-75

DATE AUTHORIZATION EFFECTIVE
4-28-76

FEDERAL ROUTE NUMBER
Urban Route 6031

STATE ROUTE NUMBER
Kings Valley Hwy Route 191

GENERAL LOCATION:
Dallas

GENERAL DESCRIPTION OF WORK:
Replace blinker signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 29, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 4 in the estimated amount of $300 - Federal Funds $235.

DATE
5-10-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hoomer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Dallas

NARRATIVE REPORT

ORCHARD DR.-WASHINGTON ST. (DALLAS)
CONT. # 8177 POLK COUNTY

The work began the 23 of May, 1975 with the installation of Signs. The general work followed closely with Clearing & Curb work beginning the next week.

The plans showed the work to be done in 6 Stages with the first 3 to be done on the K line. However, we noted that Stage 1, needed some embankment material but there was no place to get it other than borrow. Since the over-all Job had an excess of material, a study indicated the best sequence would be to begin with Stage 4 & proceed through 6. This gave us material which could be placed along side the K line as the initial fill for Stage 1 & 2.

The traffic control as shown on the plans was followed pretty closely and worked quite well. We were able to have Stripes placed on an as needed basis. This being done by the State Crews. We investigated doing it by Contract but the prices were quite high, being quoted on an outfit from Seattle. This had another problem lack of availability when needed.

The general work proceeded with a small force of the Contractor's people, normally around 7 men. They would do the grading-set forms for the Curbs-pour the Curbs, Sidewalks, etc-and get the grade ready for Paving. When ready, the Paving Crew would come in for a day or two and catch up after which the operation would begin over again.

Most of the adjacent owners or businesses were very cooperative We had one who was very touchy. The Red Barn Restaurant- the Contractor did all he could to keep the peace. Talking to the owner and taking care of the Approachs such that a good one was in operation at all times. Fortunately, there were two to begin with.

Another item worthy of note was the excellent cooperation of the City, especially Mr. Shea, their Engineer. He took care of a lot of the Public Relations which could have been rough if he had not been available. The Staging caused narrow lanes on much of the work, and especially in the case of the Intersection of Orchard Avenue and the K line where we had a severe dip for a time.

REFERRED TO
3 Beard W.B. 2 Reed UE
4 Cole W.E. 1 Sample
5 Eriksen 6 Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg ✓
Olson
Christensen Dar
Scott
Swenson
Savage
Trout

RECEIVED
MAY 7 - 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

There was a touchy Right of Way condition in the early Stages of the work. The plans showed us coming very close to a Service Station, the Red Barn Restaurant and a Prune Dryer. The owners of all these felt the line should have been further out in the street. There was some Justification for this thought, but a review by the County Surveyor based upon other accepted Surveys, indicated our plans were correct.
Further, during the course of the grading work, we found an old Roadway beneath the fills and the Stripe measured 30 feet from the R/W as shown on the plans.

During the course of the Project, the City decided they wanted to do some additional work on Miller Avenue because the pavement was broken pretty badly and the crown was excessive, making the Parking Strip on a Slope of 8%.
A Study was made & the decision to go ahead was reached, the Cost being about 25,00 additional. The grading & surfacing work was completed about the middle of September.

We reviewed the job and found that there were quite a number of Signs needed to complete the project. These were not shown on the plans. We had Rick Kuehn outline the needed installations and ordered the materials from the Contractors Sup for Signs-Foress. This took quite a lot of time, due to materials having to be ordered & fabricated.

Lou A Webe

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U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-27-76

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. -5009(3)
	ITEM NO. T-99 & M-26	STATE PROJECT NO. Orchard Dr.-Washington St.
		COUNTY NAME Polk
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-2-75	4-16-76	Urban Route 6031
		STATE ROUTE NUMBER Kings Valley Hwy. Route 191

GENERAL LOCATION:

Orchard Dr. - Washington St. (Dallas).

GENERAL DESCRIPTION OF WORK:

Install drain pipe in curb and groove gutter line to facilitate drainage.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AXXXXXXX XXXXXXXXXOR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 16, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the estimated amount of $320 - Federal Funds $250.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-27-76	G. K. H for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

(Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8177

Order No. 4

Section Orchard Dr.-Washington St. (Dallas)

Date April 1, 19

Highway Kings Valley

F.A.P. No. T-M-5209(3)

County Polk

Prefix 27-0604

Account No. 234-04

Description of Work To Be Done:

Install drain pipe in curb and groove gutter line to facilitate drainage.

[illegible]
[illegible] DATE 4-16-76
[illegible]
required [illegible]
BY G. K. Hossner
G. K. Hossner
TITLE Div. Engineer
DATE 4-29-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Estimate of Quantities and Costs:

Labor	$146.00
Equipment rental	64.00
Materials	110.00
TOTAL	$320.00

Explanation:

Ponding conditions exist where the gutter grade is insufficient to allow runoff to the catch inlets. Contractor had moved off this portion of the project befor the condition became apparent. State forces have some experience in this type c

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$276,322.50
Present estimate of project cost, including $320.00 for work under this order	$286,500.00
Expected ~~under-run~~ over-run (amount)	$10,177.50
Expected ~~under-run~~ over-run (per cent)	3.7

Space to right of this line is for use of Salem Office

Submitted by: Loren Welker
Loren [illegible] Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: Construction Engineer / Bridge Engin

Approved: Construction Engin

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Orchard Dr.-Washington St.

WEEK ENDING: April 24, 1976

SECTION PREFIX: 27-0604

HIGHWAY: Kings Valley

COUNTY: Polk

NAME OF JOB: Orchard Dr.-Washington St. (Dallas)

KIND OF WORK: Grading, paving, and signals

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 8177

FEDERAL AID PROJECT NUMBER: T-M-5009(3)

DATE OF CONTRACT: May 12, 1975

DATE WORK STARTED: May 23, 1975

ESTIMATED COMPLETION DATE: April 6, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS A-125 B-180

CALENDAR DAYS USED A-108 B-316

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: A-86 B-176

PROJECT AUTHORIZATION: $276,322.50

EXCLUSIVE OF ENGINEERING: $249,322.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $258,048.79

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4 %

ENGINEERING AUTHORIZATION: $27,000

ENGINEERING COST TO DATE: $36,508.11

PERCENT OF AUTHORIZATION: 135 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~100~~ 104

DATE PROJECT WAS COMPLETED: April 6, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25				0.25
MILES PARTIALLY COMPLETED	0.25				0.25
MILES COMPLETED	0.25				0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,460 cy				4,550 tons
TOTAL QUANTITIES CORRECTED TO DATE	5,500 cy				5,555 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,500 cy				5,555 tons
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	completed				completed
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

April	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Ptly cldy, cool			
MONDAY 19	Cldy, ~~xxxx~~Rain			
TUESDAY 20	Ptly cldy, showers			
WEDNESDAY 21	Cldy, cool			
THURSDAY 22	Cldy, rain			
FRIDAY 23	Clear, warm			
SATURDAY 24				

K

RECEIVED
APR 26 1976
CONSTRUCTION SECTION
Jackmond
Harwood
Johnson
Walker

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 18	No work done
MONDAY 19	No work done
TUESDAY 20	Semi-final submitted to Region.
WEDNESDAY 21	No work done
THURSDAY 22	No work done
FRIDAY 23	No work done
SATURDAY 24	No work done

REMARKS

Completed project April 6, 1976. Semi-final submitted April 20, 1976. This will be the final weekly report.

SIGNED Loren A. Weber Res. Eng. LOCATION Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

T/FAUS
2T-0604

City of Dallas - Office of the City Manager

April 21, 1976

REGION 2 ENGINEER
RECEIVED
APR 22 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Gerry A. Wimer
Region Construction Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Wimer:

The City of Dallas concurs in the acceptance of the completed State Project "Orchard Drive-Washington Street (Dallas) Section" in accordance with the design and contract No. 8177 submitted as Project No. T-M-5009(3).

This acceptance is subject to the completion of items discussed during the recent field inspection held April 13, 1976 in which the following items were discussed and agreed upon: Striping of the project, elimination of the road depression on Kings Valley Highway, and the lighting of the crosswalk sign at Walnut and Main.

The City of Dallas extends thanks to the Oregon State Highway Department and Morse Construction Company in the performance of this project.

Yours very truly,

Howard D. Brandvold
City Manager

RECEIVED
COUNTY & CITY SECTION
APR 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

HDB:lem

cc. C.T. Keasey
Don Harwell
[illegible] Weber – Please follow up
on these remaining
State Force items G Wimer

Dallas 27-0604

DAL 75, OREGON
POLK COUNTY ITEMIZER-OBSERVER
1-14-76

cc. C.T. Brasey
Don Harwell
~~Irven Hofer~~

REGION 2 ENGINEER
RECEIVED

Consult with us rather than for us

706

The new intersection lights in Dallas are now in operation. At least some of them are. It is interesting to note that the cost for the traffic flashing beacons at the five different intersections will cost a total of $25,000. The costs, according to the Oregon State Highway include engineering, testing and installation. That is what the contract calls for, though the cost of all the work hasn't been totaled yet.

It is easy to appreciate the concern of the State Highway Division to install the blinking warning lights. The Division obviously feels these intersections would be dangerous without them. Though after watching the Highway Department spend a great deal of money to build the four lane freeway between Salem and Dallas and end up with a dangerous turn off to Dallas, and not to mention all the work at the North Dallas intersection and the one by the Polk Community Hospital, one begins to question the Division's judgment. Particularly one must question whether or not the State Highway leaders are doing things "to" or "for" the community rather than "with" the community.

The case of the blinking lights is particularly obnoxious, especially under the present circumstances when Dallas merchants and city council just went through the agonizing and expensive decision to implement a strict sign ordinance to make the community more pleasant. We are not debating if the ordinance was a good one or not. It's a fact and it took five years to take effect, and the business community did not fight it. The fact is however, that this community went to a great deal of trouble to enforce a sign ordinance and to plant trees in the downtown area for aesthetic purposes, and the State Highway Department comes through and at five intersections puts up poles, lines and blinking lights, giving the community a circus-like atmosphere.

It is even more ironic when you consider that local utilities are also on a long range program to bury their lines underground. It would seem that the Highway Department could consider more pleasant looking alternatives in controlling the traffic in a community such as Dallas besides all those wires, poles and flashing lights. A need for imagination and creativity in the State Highway Department is obvious.

H

RECEIVED
COUNTY & CITY SECTION
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Discussed w/ Dave Sker 2-6-76
instructed per agreement
w/ City Hall
H Weiner

[illegible]
[illegible] [illegible]
[illegible]

City of Dallas -- Public Works Director

January 13, 1976

Mr. Don Harwell
County - City Engineer
203 State Highway Building
Salem, Oregon 97310

Dear Sir:

In reference to the maintenance of the flashing beacons recently installed in the City of Dallas, interpretation of the contract is that the state will maintain the beacons on the State Highway. However, the City of Dallas would like to have the flashing beacons at the intersections of S.E. Miller Avenue and S.E. Uglow; S.E. Washington and S.E. Uglow maintained by the State Maintenance Department also. As mentioned by our telephone conversation, this is possible with stipulations of which you will send us.

state be insured b. city
routine

Very truly yours,

David M. Shea
Public Works Director

DMS:nle

Original ~~Copy~~ to Region 2
Rick Kurtin - per our discussion will you please reply please
Don H.

RECEIVED
COUNTY & CITY SECTION
JAN 1[illegible] 1976
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Don
[illegible] Ple
#

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon Transportation ~~State Highway~~ Commission

DATE August 19, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Orchard Dr.-Washington St. (Dallas)
Contract No. 8177
Request for Additional Authorization

An overrun of 14.9 percent, or $35,770.03, is now estimated on this project which covers street changes at three separate locations in the city of Dallas. There are five separate project segments. One section is a State Bond project and the remaining work is under TOPICS Funding. Morse Brothers is the contractor and the project is now 70 percent completed.

Work amounting to $22,505.95 was added to the project by Price Agreement No. 2. This was at the request of the City, and covers additional work on one of the TOPICS segments which involved an extension of the project limits on Miller Avenue. It is covered by a program modification approved by the Federal Highway Administration. This additional work accounts for about two-thirds of the overrun.

The project is typified by low-production work changing curbs and drainage modifications, all under city traffic which required additional engineering charges. I request your approval of an increase to a new total project authorization of $276,322.50. This item will be on the agenda for your August 27 meeting.

bc: C. W. Head
G. M. Baldwin
H. S. Coulter
C. T. Keasey
E. S. Hunter
R. W. Rulien
Vern Skoog
Bob Church
C. O. Fredrickson
Gary Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 18, 1975

FILE: CON 5 #8177

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Orchard Dr.-Washington St.
(Dallas)
Contract No. 8177
Request for Additional Authorization

The subject project covers street changes at three separate locations in the City of Dallas. There are five separate project segments, three of which include grading and changes in the street typical sections. The other two require striping changes and the installation of a flashing beacon. One section is a State Bond project and the remaining work is under the Topics funding.

Morse Brothers is the contractor and the project is now 70 percent completed. An overrun of 14.9 percent, or $35,770.03 is now estimated. The main reason for requesting this additional authorization is for work added to the project by Price Agreement No. 2 in the amount of $22,505.95. This was at the request of the City and covers additional work on one of the Topics segments. It involved an extension of the project limits on Miller Avenue. This is now covered by a program modification approved by FHWA. This one addition accounts for about two-thirds of the overrun. You will note the request includes a provision for further contingencies in the amount of $4,515.00 and also 41½ percent more engineering for $8,000. The project is typified by low production work changing curbs and drainage modifications, all under city traffic which requires close inspection and engineering effort.

A rough draft letter to the Transportation Commission is attached requesting an increase to a new total project authorization of $276,322.50.

JAB:fr

Att.

cc: Robert Church

RECEIVED
AUG 18 1975
Office of
Assistant State Highway Engineer

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]

FEDERAL AID PROJECT NO. -M-5009(3)

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

STATE PROJECT NO. Orchard Drive - Washington Street Section

COUNTY NAME

TO:

ITEM NO. T-99 & M-26

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
FOR
Info. Inves. R.D. D.R. Sign. Act. File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE August 1, 1975

FEDERAL ROUTE NUMBER FAU 6031

GENERAL LOCATION: City of Dallas

STATE ROUTE NUMBER Kings Valley Highway Route 191

GENERAL DESCRIPTION OF WORK: Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of September 18, 1974 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Kulien's July 30, 1975 letter I approve the minor program change to include in the project location "Miller Street-from the intersection of Uglow Avenue to the east approximately 300 feet".

DATE 8-1-75

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NOTED
D E. SWAN

PRO 6-2

July 30, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. T-M-5009(3)
Orchard Drive-Washington St. (Dallas) Sec.

We hereby request your approval of a minor program change on the subject project to include in the project location "Miller Street", with required project data consisting of grade, drain, hightype pavement, curbs and sidewalks necessary to improve the grade of Miller Street from the intersection of Uglow Avenue to the east approximately 300 feet.

Enclosed is a copy of the City of Dallas' letter of July 16, 1975 requesting that the improvement of this street be included in the subject project. Additional information is contained in the attached copies of Mr. Loren Webber's letters of July 17 and 18, 1975; Mr. Wimer's memo of July 21, 1975 and price agreement no. 2 in the amount of $22,505.95 to accomplish the additional work.

CL:bz
Encl.

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: City of Dallas
City Hall
Dallas, Oregon 97338
Attention of Mr. Howard D. Brandvold, Manager

Request No. (assigned by staff engineer or head of division) CC 1503
Date July 23, 1975
Payer's Order No. (if any)
Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS and Urban System Project T-M-5009(3)
Orchard Drive - Washington Street Section
City of Dallas

Itemized Statement:

Advance Deposit $19,360.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for the subject project.		
		Contract No. 8177		
		Amount to be transferred		$17,360.00
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $19,360.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
27-0604-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 2[illegible] 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ BPE ☐

X Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Dallas
T-FAU

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 27-0604

July 21, 1975
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: John Bord
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Miller Avenue Extension
Orchard Dr.-Washington St. Unit
City of Dallas Section
Kings Valley Secondary
Contract 8177

Attached is a July 16, 1975 letter from Dallas City Manager, Howard D. Brandvold asking that Miller Avenue at its intersection with Uglow Street be revised with City of Dallas Urban Funds.

Resident Engineer, Loren A. Weber's July 17 letter, Project Agreement, Estimate of Cost, and sketch map are attached. That estimate projects at $25,544.25 cost.

Also attached is a July 18, 1975 letter and Price Agreement #2 in the amount of $22,505.95 to cover this proposed additional work and an extension of unit bid prices except for those items which do not readily lend themselves to extension. This will result in a 12.7% overrun. By a copy of this letter, Mr. Weber is instructed to submit a Project Overrun Request.

Your early review of this proposal would be appreciated. You will note from Mr. Weber's July 17, 1975 letter that Mr. Dorland Swan has indicated that it will be necessary to extend the original P.S. & E.

GWW/dea
cc: Don Harwell
Loren Weber

RECEIVED
COUNTY & CITY SECTION
JUL 2[illegible] 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ● UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Form 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 27-0604

Salem, Oregon
July 18, 1975

FROM: Loren A. Weber
RESIDENT ENGINEER

TO: Gerald Wimer
REGION CONST. ENGINEER

SUBJECT: Orchard Dr.-Washington St.(Dallas)
Kings Valley Highway
Cont. # 8177 Polk County
PA # 2- Grade and Pave
Miller Avenue Extension

Attached for your approval & forwarding is the Subject Price Agreement.

This provides for grading and paving about 300 feet of Miller Avenue to lower the Street grade as well as raise the Curb & Sidewalk on the North side & revise the Curb on the South side to fit the new Street Grade.

The City of Dallas through Mr. Shea, their Engineer, has requested that this work be done to reduce the severe crown in the existing street.

This work has been discussed with yourself, Mr. Swan of Programming, Mr. Hossner of F.H.W.A. and Mr. Stearns.

It has the verbal approval of Mr. Hossner on the basis of the Avowed need by the City and ourselves.

The quantity estimate is based upon levels & Cross Sections taken in the Field. The Costs are extensions of the Contract Bid Items where these apply. The 2 items of work which had no unit cost, Temporary Protection & Direction of Traffic and Removal of Structures & Obstructions are an agreement figure between the Contractor & myself.

These are the figures I had estimated prior to talking to Mr. McKinney and were arrived at independently by him.

I assume there will be about a weeks time used in the performance of this work.

cc: C. T. Keasey w original order and
attachments described above.
Approval is recommended.
Remarks ______________________

____
REGION II CONSTRUCTION ENGINEER

OREGON STATE HIGHWAY DIVISION

FILE: 27-0604

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 17, 1975

FROM: Loren A. Weber
RESIDENT ENGINEER

TO: Gerald Wimer
REGION CONST. ENGINEER

SUBJECT: Revision of Miller Avenue
Orchard Dr.-Washington St.(Dallas)
Cont. # 8177
Fed. Aid # TM 5009 (3)

The attached Estimate and sketch map show the area on Miller Avenue where we propose to lower the Street grade and revise the Curbs to reduce the excessive crown now in existance.

This work is as requested by Mr. Shea of the City of Dallas and as per your instructions of Tuesday-July 15.

The estimate attached shows the additional expenditures necessary to accomplish the desired work, it being assumed the originally planned work is in the contract.

This has been discussed by telephone with Mr. Hossner of FHWA, who said that if the City wants the work and the State approves, the Federal people will go along.
It has also been discussed with Mr. Swan's people. They say that due to the extent of the work and the lack of reference to Miller in the original PS & E a program change will be necessary.

Federal Urban Funding is available to the City to cover the work as shown on the top of sheet 2 of the attached copy of the agreement. The indication I had was that they need the documents forwarded through their office so they may make the documentation changes prior to sending it on.

The breakdown of Costs as set forth by Mr. Swan are as follows:

Federal Funds	- 78% of 25544.25	=		19924.51
State Funds	- 11% " "	=		2809.87
City Funds	- 11% " "	=		2809.87
	TOTAL		$	25544.25

This will result in a total project over-run of approximately $ 30550-or 12.7 %.

[illegible]

I would assume it will take at least a week additional time to do this work and if an excessive amount of time is taken to clear the work for performance we could get a claim for additional move in & out.

Indications are that the Contractor will still be in the area on comparable work until at least the First of August.

Phil Stearns says no advance from the City of Dallas will be necessary.

A Price Agreement has been prepared and taken to the Contractor for his Signature.

27-0663

City of Dallas
Office of the City Manager

July 16, 1975

Gerry Wimer, Region Construction Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Gerry:

This letter is a follow-up from our discussion on Tuesday, July 15, 1975 regarding the enlargement of the original "TOPICS -- Federal Aid Urban" project now underway in the City of Dallas. The original project and the contract that has been let was conceived to include only improvements to the intersection of Miller Avenue at Uglow Street plus other projects in this city. We respectfully request that your office favorably consider a Change Order to expand the scope of the project at this intersection to include the following:

1. Project limits on Miller Street be extended easterly from Uglow Avenue for approximately 300 feet.
2. Raise the curb and sidewalk on the north side of Miller Avenue.
3. Lower the grade on Miller Avenue.
4. Excavate unsuitable material in Miller Avenue to help avoid future failures in the street surface.
5. Construct new sub-base course and wearing surface in Miller Avenue.

David Shea, Director of Public Works for the City of Dallas and Loren Weber, resident engineer of the now on-going project in Dallas have discussed the above proposals in considerable detail. Your assistance in helping this city to accomplish the above improvement by Change Order of the existing contract will expedite the needed improvements to the facility in Dallas. Enclosed is a typical section of reconstruction as prepared for your information by the City Department of Public Works. The City of Dallas stands ready to advance the 11% share of the cost of the project upon your request.

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

If my office can be of further assistance or provide additional information please advise.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem
Enclosure
cc: Don Harwell, County-City Engineer

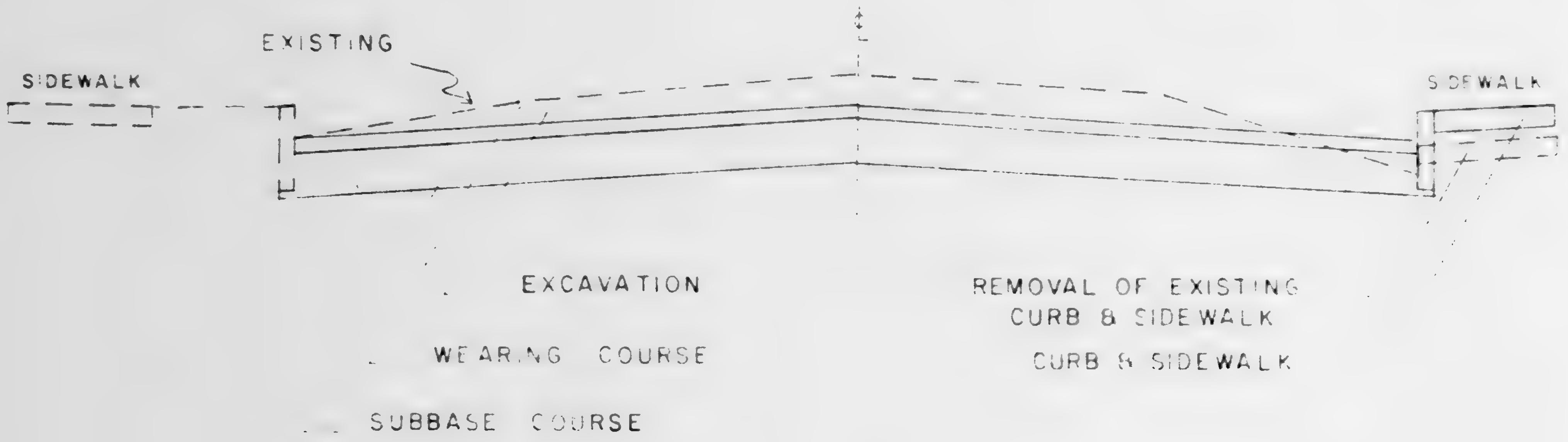
If my office can be of further assistance or provide additional information please advise.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem
Enclosure
cc: Don Harwell, County-City Engineer

TYPICAL SECTION OF RECONSTRUCTION



SE MILLER AVE.

SCALE: HORIZ. 1" = 60'
VERT. 1" = 3'

SECTION ORCHARD DR-WASHINGTON ST. (DALLAS)
HIGHWAY KINGS VALLEY-MILLER STREET

ESTIMATE OF COST

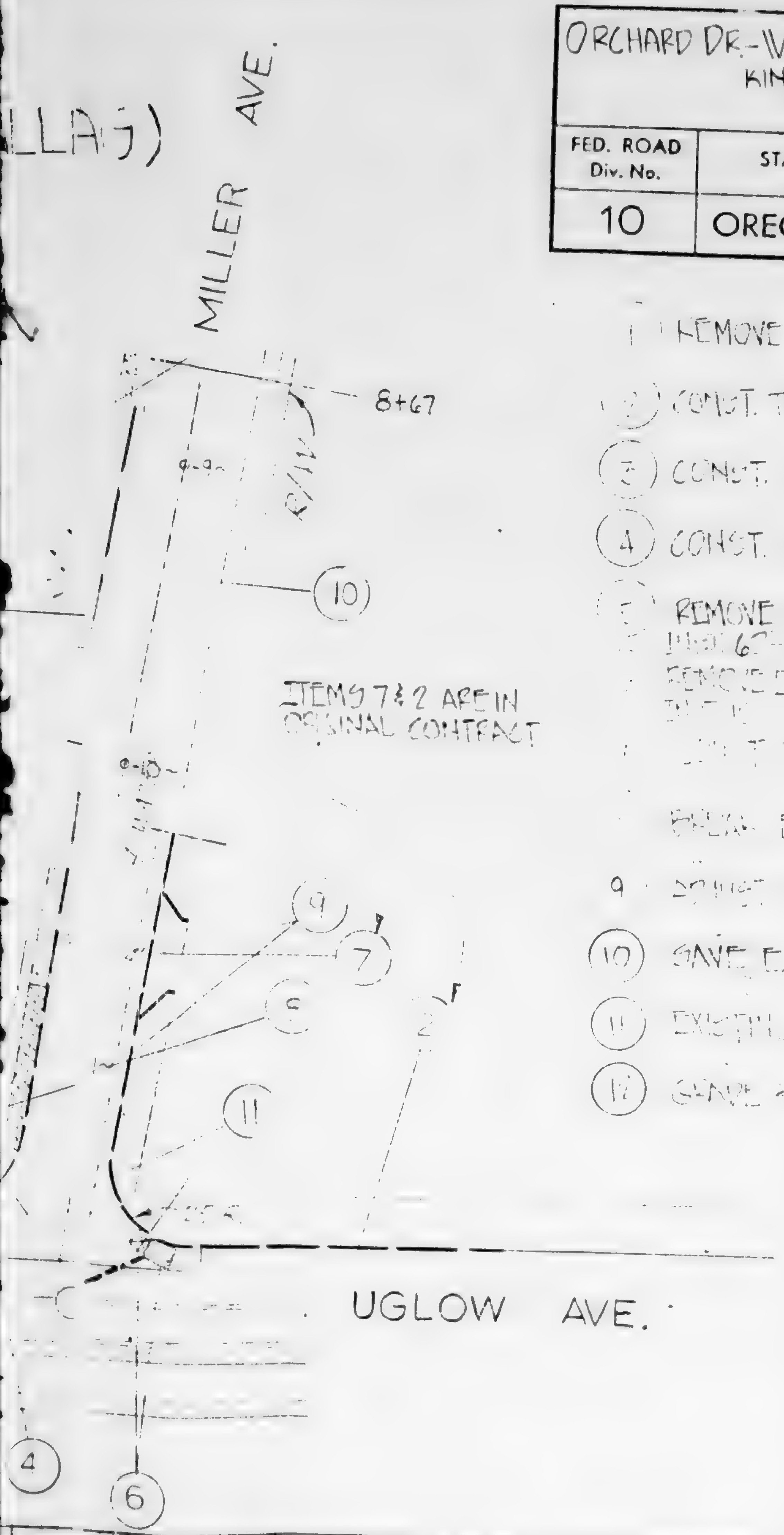
/ /

SHEET __ OF

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
2	Temp. Prot. & Dir. of Traffic	All	100%			$ LUMP SUM		$ 500	–
5	Flagmen	hrs	64			17		1088	–
6	Rem. Str. & Obstructions	All	100%			LUMP SUM		500	–
7	General Excavation	C.Y.	525			4	30	2257	50
13	Class B or C Asphaltic Conc. Pvt.	Ton	805			12	75	10263	75
14	Asphalt Cement in Mixture	Ton	52			85		4420	–
15	Manhole	each	1			850		350	–
22	Concrete Walks	Sq. Yd	91			10	70	97[illegible]	70
23	Concrete Driveways	Sq. Yd.	38			13	20	501	60
24	Conc. Curbs	Cu. Yd.	12			96		1152	–
	Total Cont. Items							22505	95
	Add 13.5% Eng. & Contingencies							3038	30
	Total Additional							25544	25

ORCHARD DR.-WASHINGTON ST. (DALLAS) SEC.
KINGS VALLEY HIGHWAY
POLK COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON	[illegible]			See Index



1 REMOVE P.C. CONC. WALK & CURBS

2 CONST. TYPE "C" CURB (RAISE GRADE)

3 CONST. P.C. CONC. WALK (RAISE GRADE)

4 CONST. SIDEWALK RAMP

5 REMOVE INLET. CONST. MANHOLE & INLET. INST. [illegible] [illegible] 6" [illegible]
REMOVE EXIST. INLET. [illegible] [illegible] -40

[illegible]

BREAK [illegible]

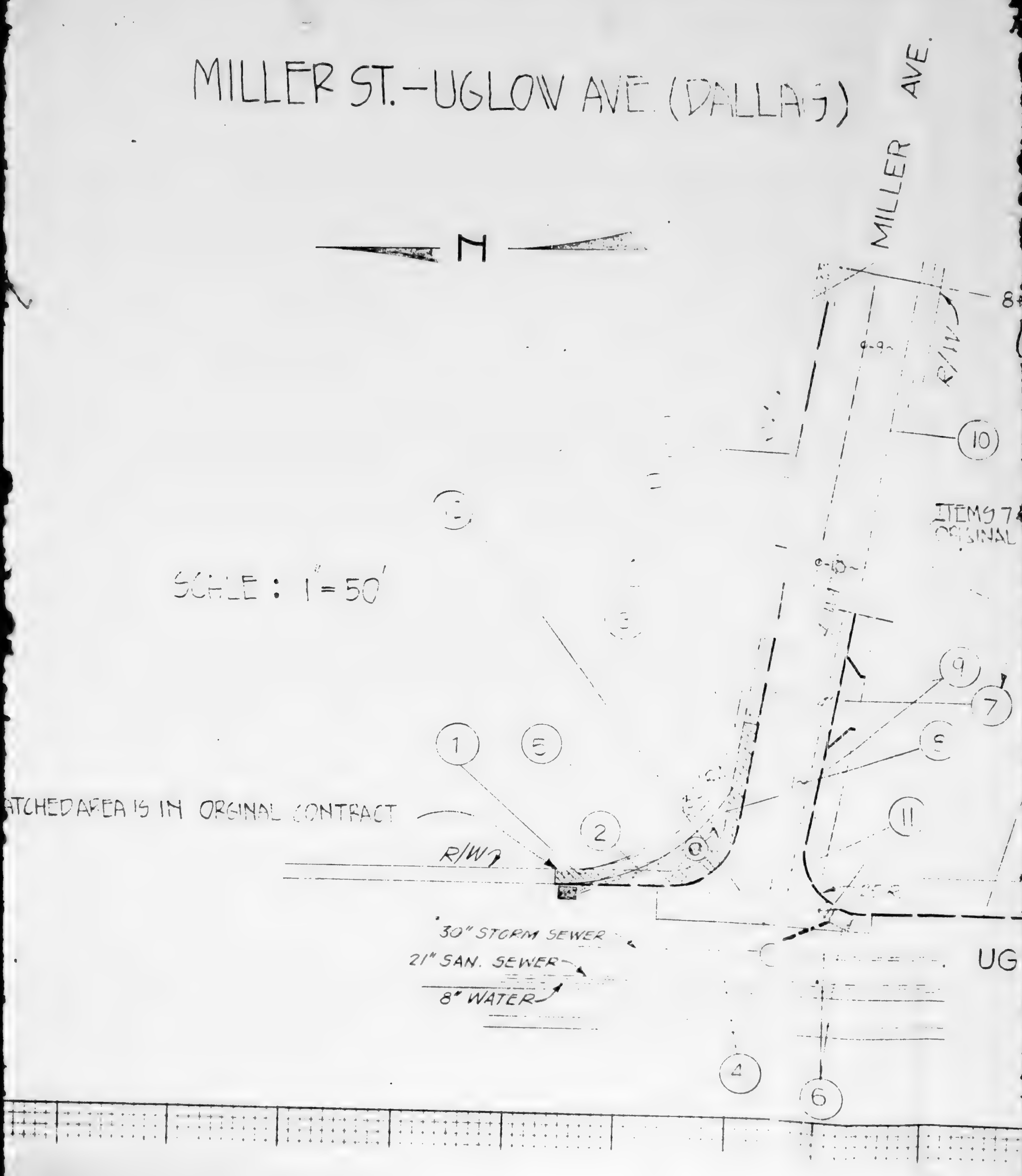
9 [illegible] (10+19 - 11+[illegible]

10 SAVE EXISTING CURBS

11 EXISTING [illegible] REMAINS IN PLACE

12 GRADE [illegible] MILLER AVENUE (LOWER GRADE)

MILLER ST.-UGLOW AVE (DALLAS)



T/FAU

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Budget Bureau No. 41-R2068; Appro
U.S. DEPA
BUR

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO. 6-236

DATE SUBMITTED TO W.O. 6-30-75

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 S.R. 223 Orchard Dr. to Wash. St. (Dallas) 65	ADT	FUTURE (66) (70)	YEAR (71) (72) 94	REGION (74) (75) 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E., Channelization, Signals 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73
	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 T-M- 23	NUMBER-AGR. NO. 7 5009(3)				
CARD 4	CLASS OF FEDERAL FUNDS [1] Topics and Urban System	COUNTY NAME Polk					
	NAME OF URBAN AREA 17-31 Dallas	F.A. SYSTEM Urban	RTE NO. U	FEDERAL AID 6031 & 6071	STATE (32) 191		

CARD 5	LINE NO. (14-15)	CHNG CODE 16	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHA PRO
1															
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	99	T-M-5009(3)	SR 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash. St. - Clay St. (Dallas) Sec."	0.0 (0.0) 0.0	9,400 (162,358) 56,031	7,349 (126,946) 43,310	1,025.50(City) 1,025.50 6,110.50 (City) 6,110.50	P.E. al Channelizati gr. dr., cu striping. beacon signa
										PROJECT TOTAL	0.0	65,431	51,159	14,272	
5	6-30-75				PE ROW CONST		REQUESTED REVISION Stage 2	99	T-M-5009(3)	Same as above	0.0 (0.0) 0.0	9,400 (162,358) (16) 126,037 (23)	7,349 (126,946) (24) 98,548.19) (33)	1,025.50 (City) 1,025.50 13,744.41 (City) 13,744.40	Same as abov
										PROJECT TOTAL	0.0	135,437	105,897.19	29,539.81	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To increase the topics funds on this jointly financed project to ut unprogramed balance of topics funds subject to lapse on July 1, 1975.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: September 18, 1974

OTHER:
March 20, 1975
April 2, 1975
May 20, 1975

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE	June 27, 1975		JUN 30 1975
SIGNATURE			Original Signed By [illegible] GREEN
TITLE	Project Management Engineer		Division Engineer

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

(PPM 21-1 AND 22-1)

N NO. 6-236

O. 6-30-75

PROJECT LOCATION (45 typewriter spaces) S.R. 223 Orchard Dr. to Wash. St. (Dallas)	ADT		FUTURE	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41 / APPN. CODE 077 / ITEM NO. 99

PROPOSED WORK (35 spaces): elization, Signals

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
						T-M-	5009(3)		

AL FUNDS: Topics and Urban System

COUNTY NAME: Polk — CODE 053

AREA: Dallas

F.A. SYSTEM: Urban

RTE NO.: U — FEDERAL AID: 6031 & 6071 — STATE: 191 — U.S.: - -

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PRO-GRAMED Stage 2	99	T-M-5009(3)	SR 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash. St. - Clay St. (Dallas) Sec."	0.0	9,400	7,349	1,025.50(City) 1,025.50	P.E. all phases: Channelization consisting of gr. dr., curb, H.T. pave & striping. Install flashing beacon signals.
ROW						(0.0)	(162,358)	(126,946)	6,110.50 (City)	
CONST						0.0	56,031	43,310	6,110.50	
					PROJECT TOTAL	0.0	65,431	51,159	14,272	
PE		RE-QUESTED REVISION Stage 2	99	T-M-5009(3)	Same as above	0.0	9,400	7,349	1,025.50 (City)	Same as above
ROW						(0.0)	(162,358)	(126,946)	1,025.50 13,744.41 (City)	
CONST						0.0	126,037	98,548.19)	13,744.40	
					PROJECT TOTAL	0.0	135,437	105,897.19	29,539.31	

-9 has been submitted ays. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

g into two or more projects. Prepare a form PR-1 for all ulting from such action.

REASON FOR CHANGE: To increase the topics funds on this jointly financed project to utilize unprogramed balance of topics funds subject to lapse on July 1, 1975.

VAL: 1974

5

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 27, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

er from one class of project to another, or covers joint financing, show both classes of funds involved.

IS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

R

Budget Bureau No. 41-R2068; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 S.R. 223 Orchard Dr. to Wash. St. (Dallas) 65	ADT		FUTURE YEAR (66) (70) 94 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E., Channelization, Signals 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 T-M- 23	NUMBER-AGR. NO. 7 5009(3) 13

CARD 4

CLASS OF FEDERAL FUNDS [1]: Topics and Urban System

COUNTY NAME: Polk

NAME OF URBAN AREA 17-31: Dallas

F.A. SYSTEM: Urban

RTE NO.: U

FEDERAL AID: 6031 & 6071

STATE (32): 191 (36)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARAC PROPOS
1	(14) (15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)	1,025.50(City)	
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	99	T-M-5009(3)	SR 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash. St. - Clay St. (Dallas) Sec."	0.0 (0.0) 0.0	9,400 (162,358) 56,031	7,349 (126,946) 43,310	1,025.50 6,110.50 (City) 6,110.50	P.E. all n Channelization gr. dr., curb, striping. Ins beacon signals
										PROJECT TOTAL	0.0	65,431	51,159	14,272	
5					PE ROW CONST		REQUESTED REVISION Stage 2	99	T-M-5009(3)	Same as above	0.0 (0.0) 0.0	9,400 (162,358) 126,037 (16) (23)	7,349 (126,946) 98,548.19) (24) (33)	1,025.50 (City) 1,025.50 13,744.41 (City) 13,744.40	Same as above
										PROJECT TOTAL	0.0	135,437	105,897.19	29,539.31	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To increase the topics funds on this jointly financed project to ut unprogramed balance of topics funds subject to lapse on July 1, 1975.

DATE OF INITIAL APPROVAL: September 18, 1974

OTHER:
March 20, 1975
April 2, 1975
May 20, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 27, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
S.R. 223 Orchard Dr. to Wash. St. (Dallas) 21 65			(66) (70)	94 (71) (72)	10 (74) (75)	Oregon	41 (2) (3)	077 4 6	99 (14) (18)

OSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY POST MI. MI.	DESIG.
zation, Signals 52	(63) (65)	(66) (68)	69	70	71	72 73	74 75	T-M- 14 23	5009(3) 7 13	(24) (25)	27

FOR MISCELLANEOUS FUNDS ONLY

COUNTY NAME: Polk — CODE 053 14 16

UNDS 1: Topics and Urban System

F.A. SYSTEM: Urban

Dallas

RTE NO.	FEDERAL AID	STATE	U.S.
U	6031 & 6071 (32)	191 (36)	- - (37) (41)

ORK TYPE 3 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (56)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
E		ITEM AS NOW PRO-GRAMED Stage 2	99	T-M-5009(3)	SR 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash. St. - Clay St. (Dallas) Sec."	0.0	9,400	7,349	1,025.50(City) 1,025.50	P.E. all phases: Channelization consisting of gr. dr., curb, H.T. pave & striping. Install flashing beacon signals.
ROW						(0.0)	(162,358)	(126,946)	6,110.50 (City)	
CONST						0.0	56,031	43,310	6,110.50	
					PROJECT TOTAL	0.0	65,431	51,159	14,272	
PE		RE-QUESTED REVISION Stage 2	99	T-M-5009(3)	Same as above	0.0	9,400	7,349	1,025.50 (City)	Same as above
ROW						(0.0)	(162,358)	(126,946)	1,025.50 13,744.41 (City)	
CONST						0.0	126,037 (16) (23)	98,548.19) (24) (33)	13,744.40	
					PROJECT TOTAL	0.0	135,437	105,897.19	29,539.31	

has been submitted Yes ☐
s.
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

REASON FOR CHANGE: To increase the topics funds on this jointly financed project to utilize unprogramed balance of topics funds subject to lapse on July 1, 1975.

into two or more projects. Prepare a form PR-1 for all
ting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
AL: 1974	DATE June 27, 1975	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

S FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

Order for State Force Work

Contract No. 8177

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Orchard Dr.-Washington St. (Dallas) Date 5/21, 1975

Highway Kings Valley F.A.P. No. T-M- 5009 (3)

County Polk Prefix 27-0604 Account No. 278 (01)

Description of Work To Be Done: Remove Existing Striping

Approval Recommended as of 6-[illegible]

APPROVED EFFECTIVE DATE 6/5/75
Contingent upon modification of project agreement if additional funds are required.
BY G K Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 6/24/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:
Main Street
Kings Valley Highway
Washington St-Main to Jefferson
Washington - Uglow & Miller

Estimate of Quantities and Costs:

1.0 miles (at) 1500/mile = $ 1500.00

Explanation: Work to be done by State Forces in all areas except where the Contractor will be Excavating the Existing Surfacing. State has the means to do this work in a manner that leaves little or no trace of the old lines.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 240552.47
Present estimate of project cost, including $ 1500.00 for work under this order	$ 240552.47
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer

Approval Recommended: [illegible] Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72826-734

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: -M-5009(3)

STATE PROJECT NO.: Orchard Drive - Wash St. (Dallas)

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: T-99 and M-26

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe, Administrator
and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO Hwy Tep
FOR
Info | Inves | R.D. | D.R. | Sign | Act ✓ | File

DATE PS&E APPROVED: April 2, 1975

DATE AUTHORIZATION EFFECTIVE: April 2, 1975

FEDERAL ROUTE NUMBER: Urban Route 6031 &

STATE ROUTE NUMBER: Kings Valley Hwy Route 191

GENERAL LOCATION:
SR 223 Orchard Drive to Washington St. (Dallas) and Uglow are from Washington St. to Clay St.

GENERAL DESCRIPTION OF WORK:
Channelization and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*

Temporary Erosion Control	350
Stage Construction Striping	180
Remove old Striping	3,300

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

Copies sent [illegible] to
R. Church & M.D. [illegible]

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: April 14, 1975

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: Division Engineer

NOTED

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

MONTHLY TRANSACTION NO. 3 - 76

DATE SUBMITTED TO W.O. MAR 2 1 1975

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER: 3 (19) (20) — PROJECT LOCATION (45 typewriter spaces): 21 S.R. 223, Orchard Dr. to Wash. St. (Dallas) 65 — ADT — FUTURE (66) (70) — YEAR (71) 94 (72) — REGION (74) 10 (75) — STATE NA

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces): 28 P.E., Channelization, Signals 62 — NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68) — SUPV AGCY 69 — DA CLASSIF. 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AUTH YR 74 75 — PREFIX LETTER(S) 14

COUNTY NAME: Polk

CARD 4 — CLASS OF FEDERAL FUNDS [1]: TOPICS & Urban System — RTE NO.: U — FEDERAL: 6031 &

NAME OF URBAN AREA: 17-31 Dallas — F.A. SYSTEM: Urban

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS
1	(1 or 9)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	99	T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash.St.-Clay St.(Dallas) Sec."	0.0 0.0 0.0	4,500 103,000 107,500	3,500 80,500 84,000
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	99	T-M-5009(3)	-same as above-	0.0 (0.0) 0.0	9,000 (150,850) 56,440	7,029 (117,949) 44,130
										PROJECT TOTAL	0.0	(16) (23) 65,440	(24) (30) 51,159

CARD — A form PR-1 or PR-9 has been submitted Yes — PROJECT WITHDRAWN

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Exp

U.S. DEPARTME
BUREAU O

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65			FUTURE (68) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)
2			ADT						

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13
			FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3										

CARD					
4	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACT PROPOSE
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revision Stage 2	26	M-T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash.St. & Wash.St.-Clay St.(Dallas) Sec."	0.0 (0.0) 0.0 0.0	(9,000) (150,850) 94,410 94,410	(7,029) (117,949) 73,819 73,819	10,295(City) 10,296 20,591	P.E. all phase Channelizatio of gr., dr., c pave & striping flashing beaco
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→	CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

-OVER-

DATE OF INITIAL APPROVAL: September 18, 1974

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 17, 1975	DATE	DATE MAR 20 1975
SIGNATURE	SIGNATURE	SIGNATURE Original Sig... VERNON V. ...
Project Management Engineer	TITLE	TITLE Engineering Coord

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

T LOCATION (45 typewriter spaces) 65

ADT

FUTURE (66) (70) YEAR (71) (72) REGION (74) (75) STATE NAME STATE CODE (2) (3) APPN. CODE 4 6 ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

RK (35 spaces) 62 NATL. FOREST (63) (65) FH ROUTE NO (66) (68) SUPV AGCY 69 DA CLASSIF. 70 DA AREA 71 EMERG. YR. 72 73 PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23 NUMBER-AGR. NO. 7 13

I PROJECTS ONLY: POST MI. MI. (24) (26) DESIG. 27

COUNTY NAME

CODE 14 16

F.A. SYSTEM

RTE NO. FEDERAL AID STATE (32) (36) U.S. (37) (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
53					(54) (58)	(59) (66)	(67) (76)		
	Re-quested Revision Stage 2	26	M-T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	0.0	(9,000)	(7,029)		P.E. all phases; Channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
				"Orchard Dr.-Wash.St. &	(0.0)	(150,850)	(117,949)	10,295(City)	
				Wash.St.-Clay St.(Dallas)	0.0	94,410	73,819	10,296	
				Sec."	0.0	94,410	73,819	20,591	
	RE-QUESTED REVISION					(16) (23)	(24) (33)		
				PROJECT TOTAL					

n submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-OVER-

or more projects. Prepare a form PR-1 for all
such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
1974	DATE March 17, 1975	DATE	DATE MAR. 20 [illegible]
	SIGNATURE	SIGNATURE	SIGNATURE Original [illegible] VERNON [illegible]
	Project Management Engineer	TITLE	TITLE Engineering [illegible]

class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 48908-P61

ARE OBSOLETE AFTER 7-1-61

ORCHARD DR.-WASH. ST. & WASH. ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. T-M-5009(3)

Reason for Change:

A. To jointly finance the construction portion of the project using TOPICS and Urban System funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To increase "Project Cost" to reflect the latest cost estimate and data.

D. This action has been requested by the City of Dallas and approved by the Oregon Transportation Commission.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 3-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-20-75

BY (Signature): MR. RULIEN'S MARCH 17, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN ~~SYSTEM~~

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 26 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
26	M-T-5009(3)	0.0	94,410	73,819	ORCHARD DRIVE – WASHINGTON ST. & WASHINGTON ST.-CLAY STREET DALLAS	GRADE, DRAIN, CURBS, HIGH TYPE PAVEMENT AND FLASHING BEACON FOR CHANNELIZATION.

MAR 21 75

REFER TO

REMARKS (Division)

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3-20-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915.690

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO. 3 74

DATE SUBMITTED TO W.O. 1975

FORM PR-1 (REV. 4-61)

3-17-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 S.R. 223, Orchard Dr. to Wash. St. (Dallas) 65	ADT	PRESENT See Back (66)	FUTURE See Back (70)	YEAR (71) 94 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Channelization, Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. 63 (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M-T- 28	NUMBER 7 5009	SE

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Polk			CODE (14) 053 (16)
	NAME OF URBAN AREA 17-31 Dallas	ROUTE NO. U	FEDERAL-AID 6031 & 6071 (32)	STATE 191 (36)	U.S. (37) --- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	(0.0)	(9,000)	(7,029)		
5					**ROW**							
5	30			3	**CONST** (CODE) Y008 Y031	3	"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	(0.0) 0.0	(150,850) 94,410	(117,949) 73,819	10,296	10,295 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	(19) 94,410 (23)	(24) 73,819 (33)	10,296	10,295 (City)
1	14	PROGRAM APPROVAL DATES MAR 20 1975 FHWA OREGON DIVISION						

REMARKS The construction portion o jointly financed using TOBICS and Urban System funds. Based on money value of is firm, any additional cost over and above will be financed with Urban System

RECEIVED
COUNTY & CITY SECTION
1975
☑ ENGR ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

3-74

[illegible] 1975

3-17-75

PROJECT LOCATION (45 typewriter spaces) S.R. 223, Orchard Dr. to Wash. St. (Dallas)	ADT	PRESENT See Back	FUTURE See Back	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 26

OSED WORK (35 typewriter zation, Signals	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	FA CLASSIF.	FA AREA	EMERG. YR. 63	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-T-	NUMBER 5009	SEQ. NO. (3)	T. Projects Only POST MI.	DESIG.

NDS: Urban System

COUNTY NAME: Polk — CODE: 053

ROUTE NO.: U — FEDERAL-AID: 6031 & 6071 — STATE: 191 — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☒ 2

Dallas

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	(0.0)	(9,000)	(7,029)			P.E. all phases; channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
ROW								ROW - 60' normal; Access control-none; Parking restrictions-complete.
CONST (CODE) Y008 Y031	3	"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	(0.0) 0.0	(150,850) 94,410	(117,949) 73,819	10,296	10,295 (City)	
PROJECT TOTALS			0.0	94,410	73,819	10,296	10,295 (City)	

RECEIVED
COUNTY & CITY SECTION
1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ED BY

M APPROVAL DATES
20 1975

REMARKS The construction portion of the project is jointly financed using TOPICS and Urban System funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with Urban System funds.

-OVER-

ORLGON DIVISION

USCOMM DUSCOMM-DC 40808-P61

ORCHARD DR.-WASH. ST. & WASH ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. M-T-5009(3)

ADT:

UNIT	PRESENT	FUTURE
Orchard Dr.-Ellendale Ave.	2,650	4,500
Ellendale Ave.-Walnut St.	9,350	18,000
Washington St. (Main to Jefferson)	6,600	13,500
Uglow Ave. (Wash. to Clay)	9,150	11,000

Existing Facilities:

Kings Valley Hwy. (FAU 6031) & (FAS 190 in rural area):

1. Orchard Dr. to Ellendale Ave.- - - 30-foot AC surface, 2-lane facility.
2. N. Main St. (Ellendale to Walnut)- - - 44-foot curbed section, AC surface, 2-lane facility, parking both sides.
3. Washington St. (Jefferson to Main)- - - 66-foot curbed section, AC surface, 2-lane facility, parking both sides.

Uglow Ave. (FAU 6071) & (Formerly FAP Type II):

1. Washington St. to Miller St.- - - 50-foot curbed section, AC surface, 2-lane facility, parking both sides.
2. Miller St. to Clay St.- - - 40-foot curbed section, AC surface, 2-lane facility, parking both sides.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Kings Valley Hwy. between Orchard Dr. and Ellendale Ave.: Channelization to provide a continuous left-turn lane which work consists of grade, drain, curbs, high-type surface and pavement markings. Construct sidewalk on west side.
3. Kings Valley Hwy. (N. Main St.) between Ellendale Ave. and Jefferson St.: Channelization to provide a continuous left-turn lane which work consists of pavement markings and elimination of parking. Install flashing beacon signal at Walnut St. intersection.
4. Kings Valley Hwy. (Washington St.) between Jefferson and Main St.: Channelization to provide a continuous left-turn lane which work consists of pavement markings. Install flashing beacon signals at the intersection of Washington Street with Jefferson Street and Main Street.
5. Uglow Ave. between Washington St. and Clay St.: Channelizat provide two auxiliary lanes for turning movements which work sists of grade, drain, curbs, high-type surface, pavement ma and elimination of parking. Install flashing beacon signal Miller Avenue intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-o is not required.

System Action, Railroads, Airports, Water Developments, Historical an Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring envir ment statement concurred in by FHWA on January 6, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and Distric Clearinghouse A-95 review under working agreements dated April 28, 19 and October 15, 1970, respectively.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedure set forth in FHPM 6-8-2-1.

Maintenance of Traffic Operations Improvements: A city-state agreeme covering maintenance obligations will be prepared to comply with Sec 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the leg authority to control the use by utilities of the right-of-way of thi project. A state-city agreement is being prepared to comply with par graph 6d(1) of PPM 30-4.1.

Data for Form PR-37: a. Construction
TOPICS Funds. . . . .
Urban System Funds. . . . .
b. 100 percent of project is on the FAU Syste

NOTE: The project is in Congressional District No. 1.

ORCHARD DR.-WASH. ST. & WASH ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. M-T-5009(3)

UNIT	PRESENT	FUTURE
-Ellendale Ave.	2,650	4,500
ve.-Walnut St.	9,350	18,000
St. (Main to Jefferson)	6,600	13,500
(Wash. to Clay)	9,150	11,000

lities:

Hwy. (FAU 6031) & (FAS 190 in rural area):

ard Dr. to Ellendale Ave.- - - 30-foot AC surface,
ne facility.
ain St. (Ellendale to Walnut)- - - 44-foot curbed
ion, AC surface, 2-lane facility, parking both sides.
ington St. (Jefferson to Main)- - - 66-foot curbed
ion, AC surface, 2-lane facility, parking both sides.

AU 6071) & (Formerly FAP Type II):

ington St. to Miller St.- - - 50-foot curbed section,
urface, 2-lane facility, parking both sides.
er St. to Clay St.- - - 40-foot curbed section, AC
ace, 2-lane facility, parking both sides.

The proposed project consists of the following:

phases of preliminary engineering.
s Valley Hwy. between Orchard Dr. and Ellendale Ave.:
nelization to provide a continuous left-turn lane which
consists of grade, drain, curbs, high-type surface and
ment markings. Construct sidewalk on west side.
s Valley Hwy. (N. Main St.) between Ellendale Ave. and
erson St.: Channelization to provide a continuous left-
lane which work consists of pavement markings and elimi-
on of parking. Install flashing beacon signal at Walnut
intersection.
s Valley Hwy. (Washington St.) [illegible] and Main St.:
nelization to provide a cont [illegible] which work
ists of pavement markings. [illegible] signals
he intersection of [illegible] Street
Main Street.

5. Uglow Ave. between Washington St. and Clay St.: Channelization to provide two auxiliary lanes for turning movements which work consists of grade, drain, curbs, high-type surface, pavement markings and elimination of parking. Install flashing beacon signal at Miller Avenue intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring environment statement concurred in by FHWA on January 6, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for Form PR-37:
- a. Construction
  - TOPICS Funds. 43%
  - Urban System Funds. 57%
- b. 100 percent of project is on the FAU System.

NOTE: The project is in Congressional District No. 1.

3177

27-0603
171

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 17, 1975

FILE:

SUBJECT: Telephone Co. Conflict para B
Orchard Drive-Washington
Dallas
Polk County

FROM:

Loren A. Weber
Resident Engineer Loren Weber

TO:

Gerald Wimer
Region Construction Engineer

I have attached a sheet of the plans upon which we have shown the approximate location of some conduits to be installed by the telephone company.

Since these are going to be in coflict with the areas of our construction, we have asked the telephone company to have their work done by May 31.

This will minimize their conflict with our contractor as he probably won't be doing that much work before the last of May anyway.

~~Ken~~ Jerry Dayton has recieved their plans and is in the process of issueing the permit for the installation.

c.c. Jim Valentine

RECEIVED
25 1975
SECTION

cc Frank Sergen w/attach
Please show on plans
G Wimer

cc Loren Weber wo/attach

[illegible]

REFERRED TO

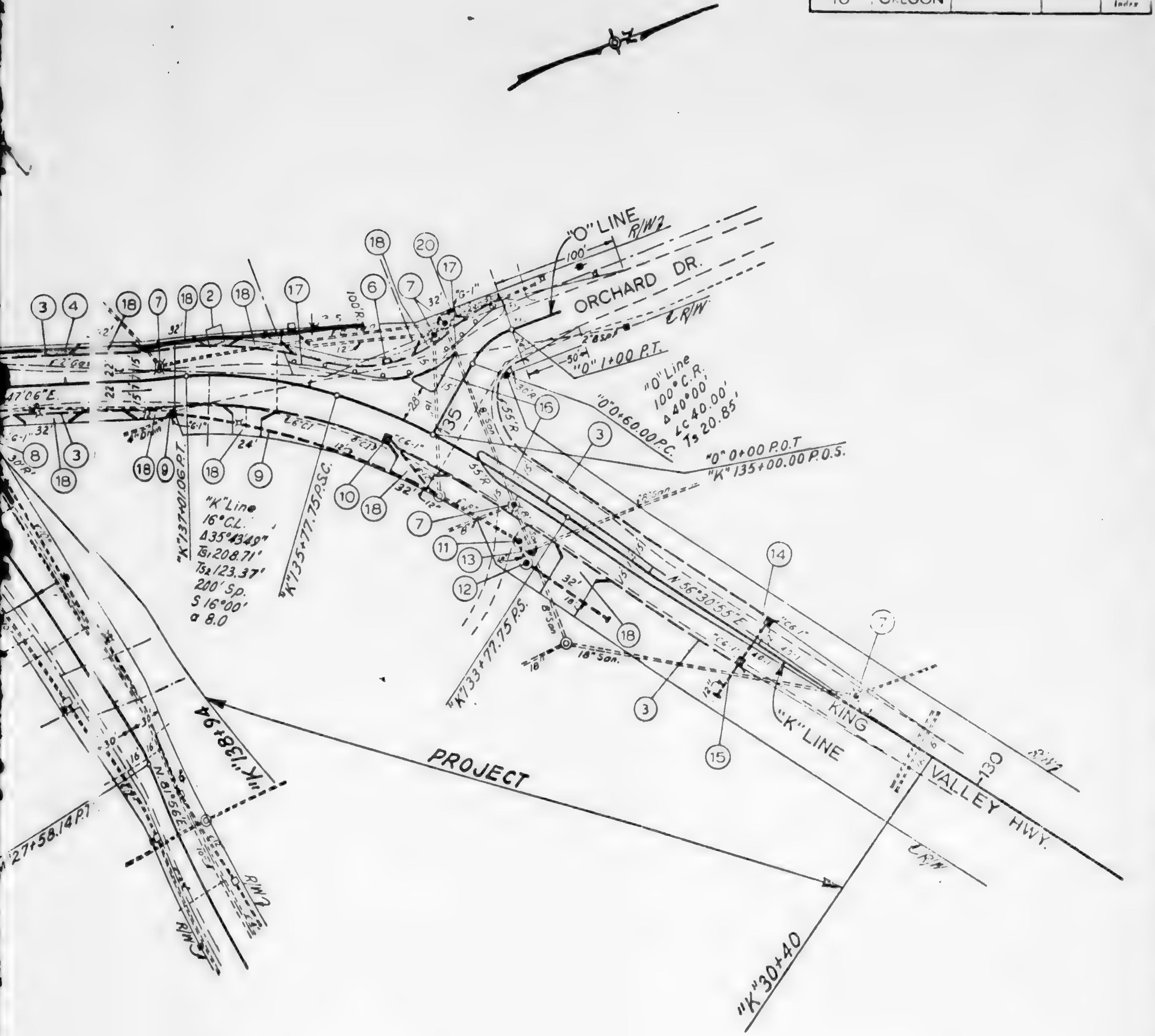
Beard Reed
WEL Cole Sample
Eriksen Watson
Hager Wolfe

Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

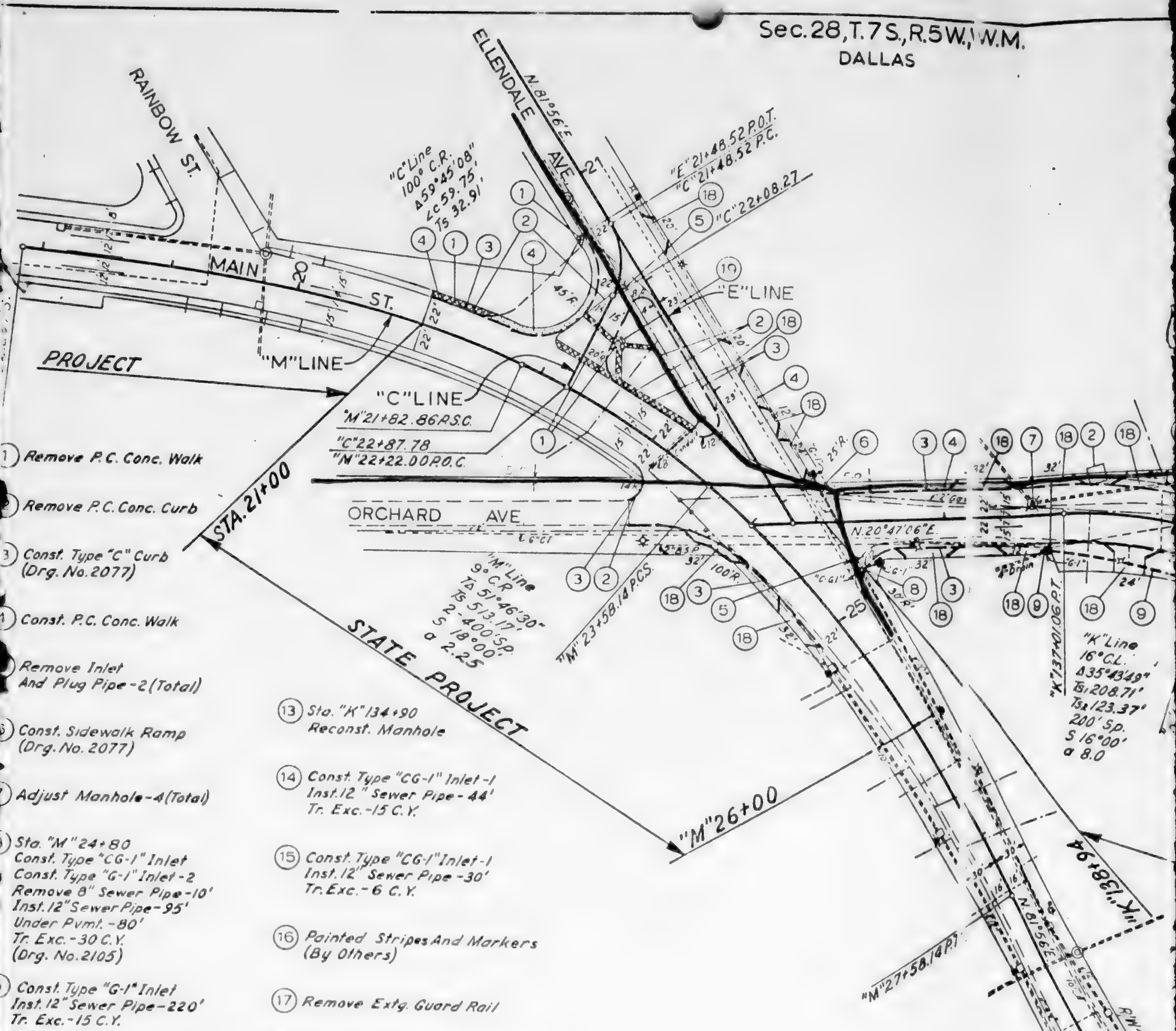
if possible

S., R.5W., W.M.
AS

ORCHARD DR-WASHINGTON ST (DALLAS) SEC. KINGS VALLEY HIGHWAY POLK COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



Sec.28,T.7S.,R.5W.,W.M.
DALLAS



1) *Remove P.C. Conc. Walk*

2) *Remove P.C. Conc. Curb*

3) *Const. Type "C" Curb*
(Drg. No. 2077)

4) *Const. P.C. Conc. Walk*

Remove Inlet
And Plug Pipe - 2 (Total)

Const. Sidewalk Ramp
(Drg. No. 2077)

Adjust Manhole - 4 (Total)

Sta. "M" 24+80
Const. Type "CG-1" Inlet
Const. Type "G-1" Inlet - 2
Remove 8" Sewer Pipe - 10'
Inst. 12" Sewer Pipe - 95'
Under Pvmt. - 80'
Tr. Exc. - 30 C.Y.
(Drg. No. 2105)

Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 220'
Tr. Exc. - 15 C.Y.

Const. Type "CG-1" Inlet - 1
Inst. 12" Sewer Pipe - 55'
Tr. Exc. - 20 C.Y.

Sta. "K" 135+00
Const. Manhole
Inst. 18" Sewer Pipe - 15'
Tr. Exc. - 5 C.Y.

Sta. "K" 134+90
Const. Manhole
Inst. 18" Sewer Pipe - 75'
Tr. Exc. - 20 C.Y.

⑬ *Sta. "K" 134+90*
Reconst. Manhole

⑭ *Const. Type "CG-1" Inlet - 1*
Inst. 12" Sewer Pipe - 44'
Tr. Exc. - 15 C.Y.

⑮ *Const. Type "CG-1" Inlet - 1*
Inst. 12" Sewer Pipe - 30'
Tr. Exc. - 6 C.Y.

⑯ *Painted Stripes And Markers*
(By Others)

⑰ *Remove Extg. Guard Rail*

⑱ *Const. Type A Driveway - 15 (Total)*
(For Details, See Sheet 2A)

⑲ *Remove Monument (By Others)*

⑳ *Const. Type "G-1" Inlet - 1*
Remove 8" Culv. Pipe - 10'
Inst. 12" Sewer Pipe - 20'
Tr. Exc. - 5 C.Y.

6177

K

~~PRO 6-2~~

ROBERT W. STRAUB

March 17, 1975

TO
G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT
Program Data Submission

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. T-[illegible]-5000(3) to add necessary prefix letter [illegible] to jointly finance the construction portion of the initial project with both TOPICS and Urban System funds.

Enc.

JG:pr

1. F +L

Budget Bureau No. 41-R2068; Approval Exp

U.S. DEPARTME
BUREAU

RECEIVED
COUNTY & CITY SECTION
MAR [illegible] 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☒ UE
☒ OPE ☐ CE ☑ RE ☒ RPE ☐
ADT

FORM PR-2
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO. 3-76

DATE SUBMITTED TO D.O. MAR 21 1975

CARD 2	REPORT NUMBER (18) 3 (20)	PROJECT LOCATION (45 typewriter spaces) 21 S.R. 223, Orchard Dr. to Wash. St. (Dallas) 65		FUTURE (66) (70)	YEAR (71) 94 (72)	REGION (74) 10 (75)	STATE NAME Oregon

STATE CODE (21) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E., Channelization, Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 T-M-23	NUMBER-AGR. NO. 7 5009(3) 13	

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4

CLASS OF FEDERAL FUNDS 1 TOPICS & Urban System

NAME OF URBAN AREA 17-31 Dallas

F.A. SYSTEM Urban

COUNTY NAME Polk

RTE NO. U

FEDERAL AID 6031 & 6071

STATE (32) 191 (36)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACT PROPOS
1	(11-40)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5	3-21-75				PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	99	T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash.St.-Clay St.(Dallas) Sec."	0.0 0.0 0.0	4,500 103,000 107,500	3,500 80,500 84,000	500(City) 500 11,250(City) 11,250 23,500	P.E. all phas Channelizatio of gr., dr., pave & stripi flashing beac
5					PE ROW CONST		REQUESTED REVISION Stage 2	99	T-M-5009(3)	-same as above-	0.0 (0.0) 0.0	9,000 (150,850) 56,440	7,029 (117,949) 44,130	986(City) 985 6,155(City) 6,155	P.E. all phas Channelizatio of gr., dr., pave & stripi flashing beac
										PROJECT TOTAL	0.0	(16) 65,440 (23)	(24) 51,159 (31)	14,281	

CARD 1 A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-
(REV. 4-61)

RECEIVED
COUNTY & CITY SECTION

☑ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ OPE ☐ CE ☑ RE ☑ RPE ☐

3-76

MAR 2 1 1975

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces): S.R. 223, Orchard Dr. to Wash. St. (Dallas)

ADT

FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	94	10	Oregon	41	077 W32	99

POSED WORK (35 spaces): elization, Signals

FOR MISCELLANEOUS FUNDS ONLY

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
T-M-	5009(3)		

I PROJECTS ONLY

FUNDS: TOPICS & Urban System

COUNTY NAME: Polk

CODE: 053

F.A. SYSTEM: Urban

RTE NO.	FEDERAL AID	STATE	U.S.
U	6031 & 6071	191	--

Dallas

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	99	T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash. St. & Wash.St.-Clay St.(Dallas) Sec."	0.0 0.0 0.0	4,500 103,000 107,500	3,500 80,500 84,000	500(City) 500 11,250(City) 11,250 23,500	P.E. all phases; Channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
PE ROW CONST		REQUESTED REVISION Stage 2	99	T-M-5009(3)	-same as above-	0.0 (0.0) 0.0	9,000 (150,850) 56,440	7,029 (117,949) 44,130	986(City) 985 6,155(City) 6,155	P.E. all phases; Channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
					PROJECT TOTAL	0.0	65,440	51,159	14,281	

has been submitted Yes ☐

PROJECT WITHDRAWN YES ☐

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expire
U.S. DEPARTMENT
BUREAU OF

FORM PR-9
(REV. 4-6

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

RECEIVED
COUNTY & CITY SECTION
1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO.		FUTURE	YEAR	REGION	STATE NAME
DATE SUBMITTED TO W.O.	ADT	(66)	(70)(71) (72)	(74) (75)	

STATE CODE (2) (3) 4

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PROJECT NUMBER	NUMBER-AGR. NO. 7 13
			FOR MISCELLANEOUS FUNDS ONLY	PREFIX LETTER(S) 14 23	

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

COUNTY NAME

RTE NO. | FEDERAL AID | STATE (32) (36)(37) | U.S

CARD 4	CLASS OF FEDERAL FUNDS 1	F.A. SYSTEM
	NAME OF URBAN AREA 17-21	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACT PROPOSED
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revision Stage 2	26	M-T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash.St. & Wash.St.-Clay St.(Dallas) Sec."	0.0 (0.0) 0.0 0.0	(9,000) (150,850) 94,410 94,410	(7,029) (117,949) 73,819 73,819	10,295(City) 10,296 20,591	P.E. all phase Channelization of gr., dr., c pave & stripin flashing beac
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11	PROJECT WITHDRAWN YES ☐ CODE 2
1		
1	COLUMN 14 ⟶	

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE OF INITIAL APPROVAL: September 18, 1974	DATE March 17, 1975	DATE	DATE MAR 20 1975
	SIGNATURE	SIGNATURE	SIGNATURE Original Signe
OTHER:	Project Management Engineer	TITLE	TITLE VERNON V. CU Engineering Coor

1 ...project to another, or covers joint financing, show both classes of funds involved.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM ~~PR-9~~
~~(REV. 4-6~~

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

RECEIVED
COUNTY & CITY SECTION
[illegible] 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT LOCATION (45 typewriter spaces) 21 … 65

ADT

FUTURE (66) (70) | YEAR (71) (72) | REGION (74) (75) | STATE NAME | STATE CODE (2) (3) | APPN. CODE 4 6 | ITEM NO. (14) (16)

PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. NO. 7 13

I PROJECTS ONLY: POST MI. MI. (24) (26) | DESIG. 27

OSED WORK (35 spaces) 62

FOR MISCELLANEOUS FUNDS ONLY: NATL. FOREST (63) (65) | FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75

COUNTY NAME | CODE 14 16

UNDS 1

F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32) (36) | U.S. (37) (41)

ORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
3 - 46	53					(54) (58)	(59) (66)	(67) (76)		
E		Re-quested Revision Stage 2	26	M-T-5009(3)	S.R. 223, Orchard Dr. to Wash. St. (Dallas) & Uglow Ave. from Wash. St. to Clay St. "Orchard Dr.-Wash.St. & Wash.St.-Clay St.(Dallas) Sec."	0.0	(9,000)	(7,029)		P.E. all phases; Channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
OW						(0.0)	(150,850)	(117,949)	10,295(City)	
						0.0	94,410	73,819	10,296	
CONST						0.0	94,410	73,819	20,591	
E		RE-QUESTED REVISION								
ROW										
CONST							(16) (23)	(24) (33)		
					PROJECT TOTAL					

has been submitted Yes ☐
CODE 11

PROJECT WITHDRAWN YES ☐
CODE 2

REASON FOR CHANGE:

-OVER-

into two or more projects. Prepare a form PR-1 for all
ting from such action.

AL:
er 18, 1974

PROGRAM REVISION REQUESTED
DATE March 17, 1975
SIGNATURE
Project Management Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

APPROVED
DATE MAR 20 1975
SIGNATURE Original Signed By
TITLE VERNON V. CUSACK
Engineering Coordinator

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

ORCHARD DR.-WASH. ST. & WASH. ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. T-M-5009(3)

Reason for Change:

A. To jointly finance the construction portion of the project using TOPICS and Urban System funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To increase "Project Cost" to reflect the latest cost estimate and data.

D. This action has been requested by the City of Dallas and approved by the Oregon Transportation Commission.

Budget Bureau No. 41-R2067; Approval Exp
U.S. DEPARTMEN
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 3-17-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (43 typewriter spaces) S.R. 223, Orchard Dr. to Wash. St. (Dallas)	ADT	PRESENT See Back	FUTURE See Back	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Channelization, Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-T-	NUMBER 5009	SEQ. NO (3)

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Polk				CODE 053
	NAME OF URBAN AREA Dallas	ROUTE NO. U	FEDERAL-AID 6031 & 6071	STATE 191	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR
1	(14-15)	16	41	42	43	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	(0.0)	(9,000)	(7,029)			P.E. a channe sisti curb strip flash signa
5					**ROW**								ROW - Acces Park com
5					**CONST** (CODE) Y008 Y031		"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	(0.0) 0.0	(150,850) 94,410	(117,949) 73,819	10,296	10,295 (City)	
							PROJECT TOTALS	0.0	94,410	73,819	10,296	10,295 (City)	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES FHWA 3-20-75

REMARKS The construction portion of th jointly financed using TOBICS and Urban System funds. Based on money value of whi is firm, any additional cost over and above will be financed with Urban System fun

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-17-75

OJECT LOCATION (45 typewriter spaces): S.R. 223, Orchard Dr. to Wash. St. (Dallas)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	See Back	See Back	94	10	Oregon	41	W32	26

D WORK (35 typewriter: tion, Signals

NATL. FOREST:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
M-T-	5009	(3)		

Urban System

COUNTY NAME: Polk CODE 053

PROGRAM STAGE ☐ 1 OR ☒ 2

Dallas

ROUTE NO. U

FEDERAL-AID	STATE	U.S.
6031 & 6071	191	---

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	(0.0)	(9,000)	(7,029)			P.E. all phases; channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
OW								
ONST CODE) Y008 Y031		"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	(0.0) 0.0	(150,850) 94,410	(117,949) 73,819	10,296	10,295 (City)	ROW - 60' normal; Access control-none; Parking restrictions-complete.
		PROJECT TOTALS	0.0	94,410	73,819	10,296	10,295 (City)	

ROVAL DATES

HWA

20-75

REMARKS The construction portion of the project is jointly financed using TOBICS and Urban System funds. Based on money value of which TOPICS funds is firm, any additional cost over and above will be financed with Urban System funds.

-OVER-

USCOMM DUSCOMM-DC 48805-P61

ORCHARD DR.-WASH. ST. & WASH ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. M-T-5009(3)

ADT:

UNIT	PRESENT	FUTURE
Orchard Dr.-Ellendale Ave.	2,650	4,500
Ellendale Ave.-Walnut St.	9,350	18,000
Washington St. (Main to Jefferson)	6,600	13,500
Uglow Ave. (Wash. to Clay)	9,150	11,000

Existing Facilities:

Kings Valley Hwy. (FAU 6031) & (FAS 190 in rural area):

1. Orchard Dr. to Ellendale Ave.- - - 30-foot AC surface, 2-lane facility.
2. N. Main St. (Ellendale to Walnut)- - - 44-foot curbed section, AC surface, 2-lane facility, parking both sides.
3. Washington St. (Jefferson to Main)- - - 66-foot curbed section, AC surface, 2-lane facility, parking both sides.

Uglow Ave. (FAU 6071) & (Formerly FAP Type II):

1. Washington St. to Miller St.- - - 50-foot curbed section, AC surface, 2-lane facility, parking both sides.
2. Miller St. to Clay St.- - - 40-foot curbed section, AC surface, 2-lane facility, parking both sides.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Kings Valley Hwy. between Orchard Dr. and Ellendale Ave.: Channelization to provide a continuous left-turn lane which work consists of grade, drain, curbs, high-type surface and pavement markings. Construct sidewalk on west side.
3. Kings Valley Hwy. (N. Main St.) between Ellendale Ave. and Jefferson St.: Channelization to provide a continuous left-turn lane which work consists of pavement markings and elimination of parking. Install flashing beacon signal at Walnut St. intersection.
4. Kings Valley Hwy. (Washington St.) between Jefferson and Main St.: Channelization to provide a continuous left-turn lane which ~~work~~ consists of pavement markings. Install flashing beacon signals at the intersection of Washington Street with Jefferson Street and Main Street.
5. Uglow Ave. between Washington St. and Clay St.: provide two auxiliary lanes for turning movement sists of grade, drain, curbs, high-type surface, and elimination of parking. Install flashing bea Miller Avenue intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additio is not required.

System Action, Railroads, Airports, Water Developments, His Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project not requ ment statement concurred in by FHWA on January 6, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse a Clearinghouse A-95 review under working agreements dated Ap and October 15, 1970, respectively.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving set forth in FHPM 6-8-2-1.

Maintenance of Traffic Operations Improvements: A city-stat covering maintenance obligations will be prepared to comply 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time authority to control the use by utilities of the right-of-wa project. A state-city agreement is being prepared to comply graph 6d(1) of PPM 30-4.1.

Data for Form PR-37:
a. Construction
TOPICS Funds. . . . .
Urban System Funds. . . . .
b. 100 percent of project is on the FA

NOTE: The project is in Congressional District No. 1.

ORCHARD DR.-WASH. ST. & WASH ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. M-T-5009(3)

	PRESENT	FUTURE
ndale Ave.	2,650	4,500
alnut St.	9,350	18,000
(Main to Jefferson)	6,600	13,500
. to Clay)	9,150	11,000

s:

(FAU 6031) & (FAS 190 in rural area):

r. to Ellendale Ave.- - - 30-foot AC surface,
cility.
t. (Ellendale to Walnut)- - - 44-foot curbed
AC surface, 2-lane facility, parking both sides.
n St. (Jefferson to Main)- - - 66-foot curbed
AC surface, 2-lane facility, parking both sides,

71) & (Formerly FAP Type II):

on St. to Miller St.- - - 50-foot curbed section,
ce, 2-lane facility, parking both sides.
. to Clay St.- - - 40-foot curbed section, AC
2-lane facility, parking both sides.

proposed project consists of the following:

es of preliminary engineering.
lley Hwy. between Orchard Dr. and Ellendale Ave.:
zation to provide a continuous left-turn lane which
sists of grade, drain, curbs, high-type surface and
markings. Construct sidewalk on west side.
lley Hwy. (N. Main St.) between Ellendale Ave. and
St.: Channelization to provide a continuous left-
which work consists of pavement markings and elimi-
parking. Install flashing beacon signal at Walnut
rsection.
lley Hwy. (Washington St.) between Jefferson and Main St.:
zation to provide a continuous left-turn lane which work
of pavement markings. Install flashing beacon signals
ntersection of Washington Street with Jefferson Street
Street.

5. Uglow Ave. between Washington St. and Clay St.: Channelization to provide two auxiliary lanes for turning movements which work consists of grade, drain, curbs, high-type surface, pavement markings and elimination of parking. Install flashing beacon signal at Miller Avenue intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring environment statement concurred in by FHWA on January 6, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for Form PR-37:
a. Construction
   TOPICS Funds. 43%
   Urban System Funds. 57%
b. 100 percent of project is on the FAU System.

NOTE: The project is in Congressional District No. 1.

191

FORM 81 7 14 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 6, 1975

FILE: 27-0603

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION ENGINEER

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Review of Striping Plans
Orchard Drive-Washington St.
(Dallas) Section
✓ Kings Valley Highway
Polk County

We have reviewed the subject striping plans and do have several comments.

On the east approach of Washington Street at the Main Street intersection there should be a straight ahead arrow and an "only" stencil in the right hand lane to discourage any right hand turns onto Main Street, which is one-way southbound. The east, west, and south approaches to this intersection should not have bars in addition to the crosswalks. We suggest that a line of pavement buttons be placed from the north crosswalk in line with the edge of the parking spaces to the east crosswalk in line with the double yellow line. This is to discourage the north to east left turning traffic from turning into the wrong side of Washington Street. This problem has been occurring with the present conditions and it is likely that it would continue with this new striping.

On the east and south approaches to the intersection of Washington and Jefferson Streets there should not be stop bars in addition to the crosswalks. We feel that the line of buttons, which extends from the center line of Jefferson Street to the line separating the two westbound lanes on Washington Street, should be eliminated. These tend to give the impression that a right turn is possible from the left hand, westbound lane on Washington Street. The center skip line on Jefferson Street, north of this intersection, should be white rather than yellow which is shown.

At the north end of the one-way couplet where Jefferson and Main Streets come together the yellow lines in the center of the roadway should be double, 4-inch lines rather than a single 8-inch line. At the intersection of Main Street and Walnut Avenue the northerly crosswalk is protected by a standard set of school crossing signs and an overhead crosswalk sign.

With this added protection at the northerly crosswalk it is felt that the southerly crosswalk should be eliminated since the driver's attention is focused on the northerly crosswalk. Far more acceptable lane widths could be obtained on Main Street if all of the parking were to be eliminated. The City of Dallas felt quite strongly, however, that they wanted parking left on one side. Since this is a TOPICS project the city's wishes were followed on this point.

There need to be stop bars shown on Ellendale Avenue and the Kings Valley Highway at their intersections with Main Street and on Orchard Drive at its intersection with the Kings Valley Highway. The continuous left turn lane on Main Street should receive the "major intersection" treatment at the Ellendale Avenue intersection and Kings Valley Highway intersection, such as was done at Rainbow Street and Walnut Avenue. At the point where the connection to Ellendale Avenue from the south meets the connection to Ellendale Avenue from the east there should be a stop bar for the connection from the south. If the curb island at this point is to be painted, it should be white rather than yellow.

On the Clay Street approach to Uglow Avenue there should not be a stop bar in addition to the crosswalk.

This completes our list of comments on this project.

RK/db

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE March 3, 1975

TO J. H. Versteeg
Road Design Engineer

Attention: F. E. Terpin
Final Design Engineer

FROM L. E. George
L. E. George
Traffic Engineer

RECEIVED

SUBJECT Orchard Dr.-Washington St. (Dallas) Sec.
Kings Valley Hwy. No. 191
Polk County

We have reviewed the preliminary plans for the Orchard Dr.-Washington St. (Dallas) Section and we would like to make the following comments:

1. The plans indicate that a 4 inch broken yellow stripe is to begin at the intersection of Jefferson St. at Washington St. and continue northerly on Jefferson St. Our files show this portion of Jefferson St. is the beginning of the one-way couplet; therefore, this stripe should be white.
2. The plans show 12 inch stop lines in advance of several crosswalks. It is our policy not to use stop lines with painted crosswalks unless it is desirable to stop vehicles in advance of the nearest crosswalk line. We do not feel stop lines are warranted at those intersections.
3. On Main St. between Walnut Ave. and Rainbow St. the 12 foot northbound curb lane and the 20 foot width for the parking and travel lane southbound are narrower than what is normally desirable.
4. Where Main St. and Jefferson St. split, (south of Walnut Ave.) the plans call for an 8 inch yellow stripe, this should be changed to 4 inch double yellow stripes.
5. The plastic markers for the right turn off Washington St. at Jefferson St. should be deleted from the plans.
6. Plastic markers should be added at the intersection of Main St. and Washington St. as per the attached drawing.

REFERRED TO
Board Reed
[✓ Cole] Sample
Eriksen Watson
Hager Wolfe
Return [✓ Discuss] Do File Copy D
BY FINAL DESIGN ENGINEER

O.K. 7. The painted crosswalk on the south side of the Main St.-Walnut St. intersection could be removed.

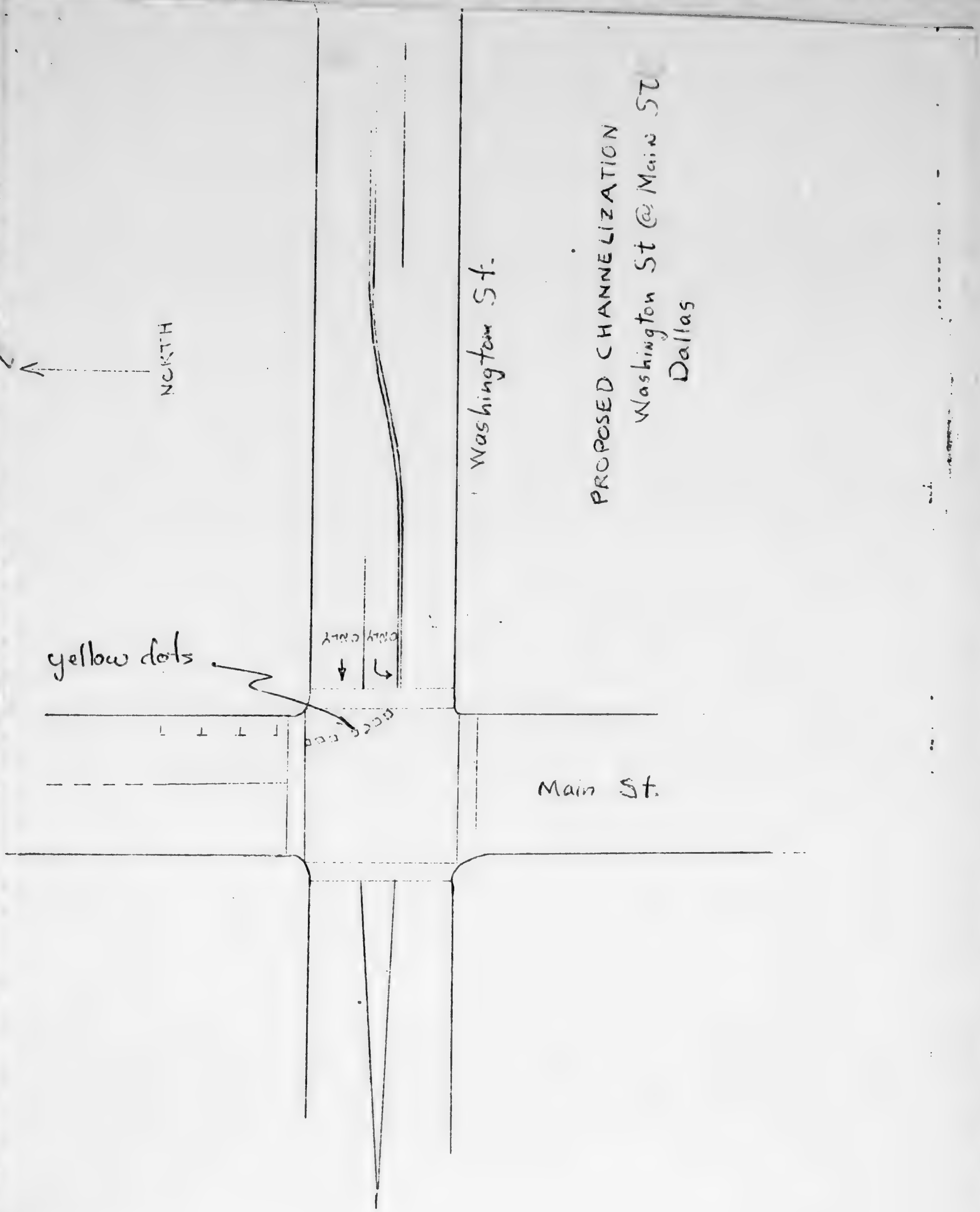
8. Painted "ONLY" and an arrow should be added for the westward through lane on Washington St. at Main St.

O.K. 9. The curbing around the island at the Orchard Ave.-Ellendale Ave. junction need not be painted yellow.

10. Appropriate lane use control signing should be installed.

DW:rj

cc: C. O. Fredrickson



PROPOSED CHANNELIZATION
Washington St @ Main St
Dallas

177

March 3, 1975

City of Dallas
City Hall
Dallas, OR 97338

Attention: Howard D. Brandvold
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 5065

Gentlemen:

Attached for your records is a fully executed copy of a supplemental urban system project agreement covering the Orchard Drive-Washington Street Section of the Kings Valley Highway and the Washington Street-Clay Street Section of Uglow Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.)

8177 Orchard Dr.-Washington St. 1975
Sec. Kings Valley Hwy in Dallas
(Grad.,pav.,& flashing beacon) #1

C/A 5065 8-30-74

177

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Oregon State ~~Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

(8) & (9) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund
RU:scr ms

SUMMARY
Proposed Urban System Projects

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Baker	Campbell Ave.-Auburn Ave. Birch St., FAU 4860	$ 175,000	$ 136,500	$ 19,250
Clackamas County	Clackamas Co. Traffic Signals (7) Various County Roads	290,000	226,200	31,900
Dallas	Orchard Dr.-Washington St. Kings Valley Hwy., FAU 6031 and Washington St.-Clay St. Uglow Ave., FAU 6071	100,000	78,000	11,000
Eugene	Candlelight St.-Louis St. Royal Ave., FAU 1320	335,000	261,300	36,850
Newport	Lee St.-East City Limits Bay Boulevard, FAU 6850	100,000	78,000	11,000
Oregon City	Cascade Hwy. (FAU 0315) at Beavercreek Rd.	~~80,000~~	~~62,400~~	8,800
Portland	Powell Blvd. (FAU 0640) at S. E. 47th and 69th Avenues	30,000	23,400	3,300
Springfield	Mill St.-5th St. Centennial Blvd., FAU 1140	220,000	171,600	24,200
Springfield	Springfield Traffic Signals (4) Various City Streets	170,000	132,600	18,700
The Dalles	Mill Creek Br. W. Tenth St., FAU 4020	145,000	113,100	15,950
	Total New Projects	$1,645,000	$1,283,100	$180,950

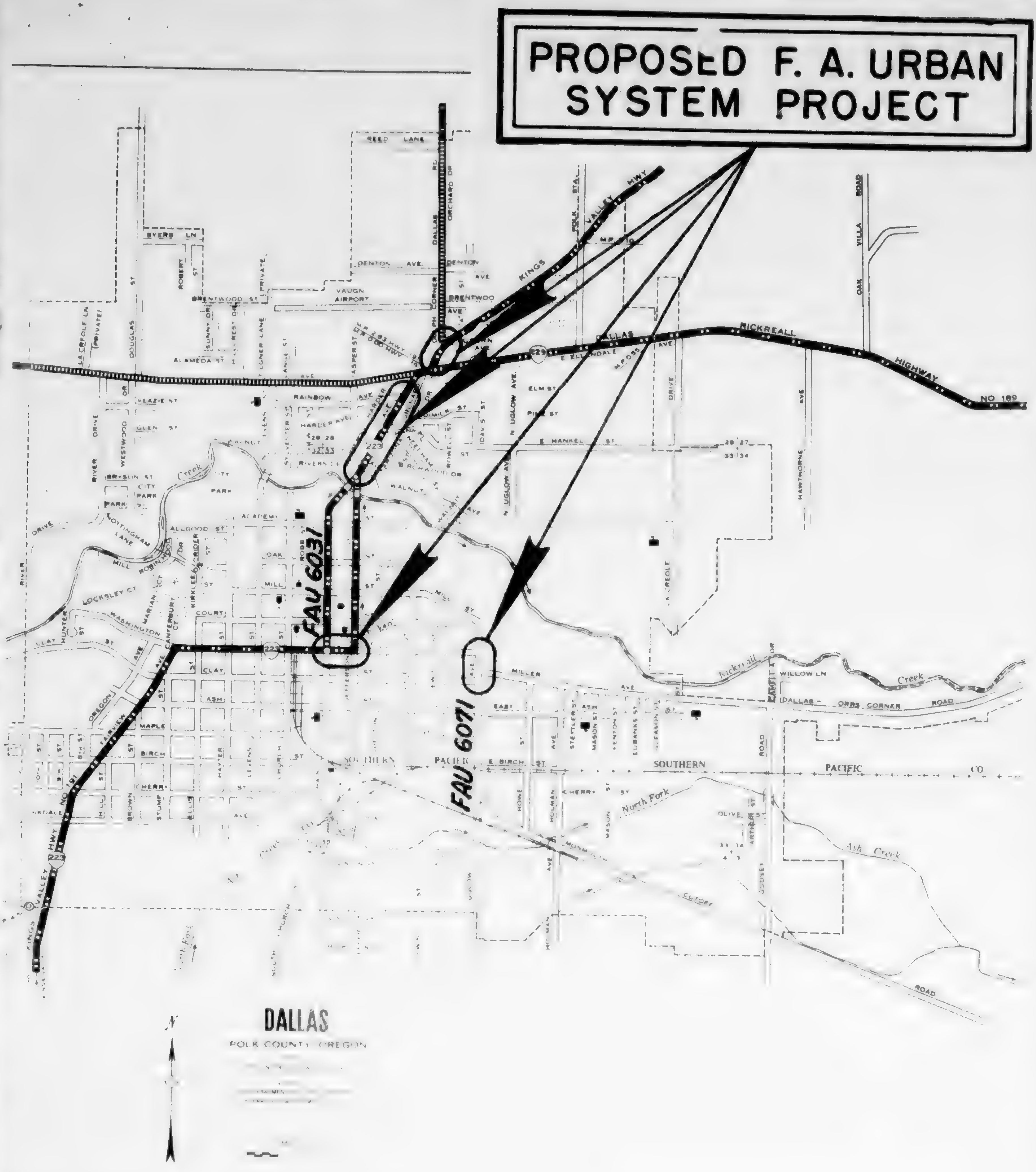
75-b
2/13/75

CITY OF DALLAS
Proposed Urban System Project

Orchard Drive-Washington Street Section
Kings Valley Highway, FAU 6031
Washington Street-Clay Street Section
Uglow Avenue, FAU 6071
Grading, paving and beacons; $100,000

This project was approved by the Commission on August 26, 1974 as a TOPICS project. The City has insufficient TOPICS funds to construct the entire project. This request is for Urban System funds to complete the entire project.

75-b
2/13/75



PROPOSED F. A. URBAN SYSTEM PROJECT

.2177

R

MEMORANDUM TO FILES

January 20, 1975

RE: TOPICS Project T-5009(3)
Orchard Drive-Washington Street
Washington Street-Clay Street
City of Dallas

NOTED
E. S. HUNTER

Gary E. Zehner
FROM: Gary E. Zehner
Urban Program Engineer
County-City Unit

A meeting was held in the Dallas City Hall on January 15, 1975. The following were in attendance:

Howard Brandvold	City
Terry Nelson	"
Phil Stearns	OSHD
Don Harwell	"
Gary Zehner	"

The various funding options available to the City were discussed at this meeting and were presented to the Council by Mr. Brandvold at a subsequent meeting on January 16.

The City has decided to undertake the entire TOPICS project (see attached map) estimated at $165,000 by utilizing their remaining Federal Aid TOPICS funds of $51,000 and supplementing the balance with Urban System (FAUS) funds estimated to be approximately $78,000. Dallas will receive a total of $129,000 in Federal funds or 78 percent of the total project cost. The City and State will each pay 11 percent of the project cost or approximately $18,000 each.

The project should proceed as scheduled for the March 27, 1975 bid letting, and include the "Bond" project on N. Main at Ellendale.

The City will obtain concurrence that FAUS funds will be used to supplement the existing TOPICS funds for construction of this project.

GEZ:scr

cc: City of Dallas
E. S. Hunter
L. W. Rulien
J. H. Versteeg
C. O. Fredrickson, Region 2 Engineer

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OFFICE OF
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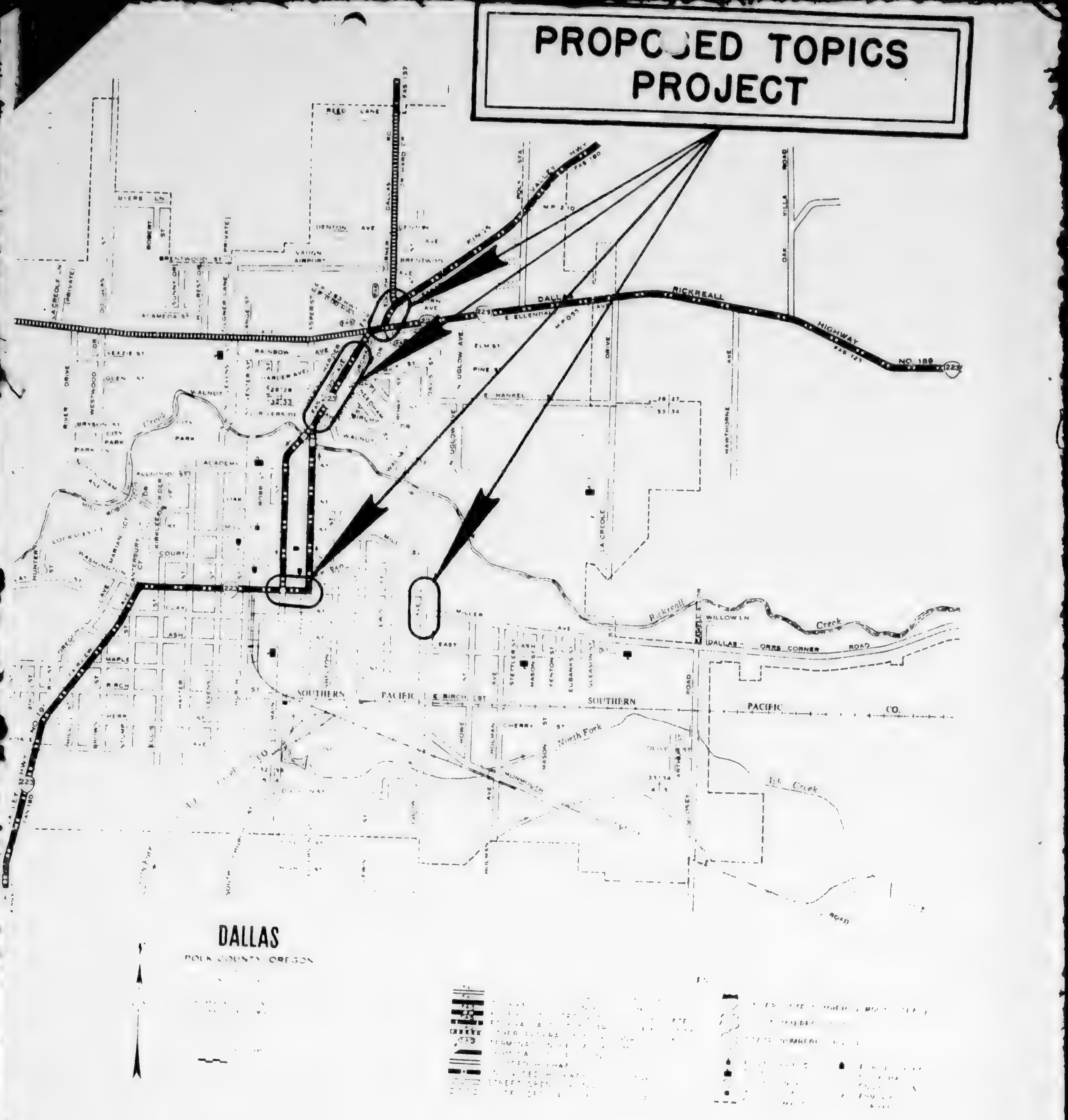

PROPOSED TOPICS PROJECT

T/FAU

City of Dallas Office of the City Manager

January 17, 1975

RECEIVED
COUNTY & CITY SECTION
JAN 20 1975
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

4

Department of Transportation
State Highway Department
Salem, Oregon

Attention: Don Harwell,
City-County Engineer

Dear Don:

At a meeting of the Dallas City Council on Thursday, January 16, 1975, the plan was unanimously approved to proceed with the four TOPICS projects originally conceived as follows:

Project	Estimated Cost
1. Kings Valley Highway Ellendale to Orchard Widen, Pave and Stripe	$129,000
2. North Main Bridge to Ellendale Stripe and illuminated crosswalk sign	4,600
3. Washington Street Main to Jefferson Stripe and two beacons	7,000
4. Uglow Avenue Miller and Washington Reconstruct and stripe	22,200
Total estimated costs	$162,800

Don Harwell
January 17, 1975
Page 2.

We understand that Federal Aid Urban System funding, available to the City of Dallas, will be required to accomplish the above priority projects and that the resources will be approximately as follows:

TOPICS funds	$51,000
FAUS funds	81,800
State funds	15,000
City funds	15,000
	$162,800

We hope a bid opening and contract letting will be accomplished during the month of March 1975. If additional information is required from the City, please let me know.

Kenneth L. Woods
Kenneth L. Woods
Mayor

ATTEST:

Howard D. Brandvold
Howard D. Brandvold
City Manager

The Polk County Board of Commissioners are in accord with the above projects and financial arrangements.

Dated January 17, 1975

T

cc: R/W
CONSTRUCTION
ROAD DESIGN
REGION 2

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

1-16-75

Attn: County and City Section

SUBJECT: Federal Aid Project No. TOPICS Proj. T-5009(3)

Project Name Orchard Dr.-Washington St. Section
Kings Valley Highway
Washington St.-Clay St. Section
Uglow Avenue

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon,

this 16 day of January, 1975.

City of Dallas

Kenneth L Hoode
Mayor

~~Recorder~~ City Mgr

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JAN 20 1975
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X

R/W File No. ____________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
Jan. 7, 1975

FILE: 27-0603

FROM: C. O. Fredrickson
For REGION 2 ENGINEER

TO: Victor D. Wolfe
LOCATION ENGINEER

SUBJECT: Dallas City Streets
Uglow Avenue
Polk County

Herewith is a print of the vicinity map for the subject section. The changes requested by the city of Dallas are shown in red.

A memo of a meeting January 2, 1975 is attached for reference. In addition to the changes mentioned in the memo; two additional points were discussed with Mr. Nelson by phone.

One, the city feels they will need to do some reconstruction of the intersection of Uglow and Miller at some time in the future and would like to have enough curb exposure on the new construction to accept a 1½" to 2" overlay. They agreed to leaving the existing curb and sidewalk in place behind the new curb radius at the N. E. Corner of Uglow and Miller. The existing inlet could be capped and the area backfilled to match the new sidewalk grade. A new inlet would be placed in front of the new curb.

Two, Mr. Nelson also said to provide two 24-foot curb cuts for access to Tax Lot 9700 on the S.E. Corner of Uglow and Miller.

JEC:DWT:jm

Attachments

cc: James Chaney/attachments
file

REGION 2 ENGINEER
RECEIVED
JAN [illegible] 1975

☐ RE	☐ [illegible]	☐ [illegible]	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ RSO	☐ RCC	☐ RFE

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34-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
Jan. 2, 1975

FILE: 27-0663

FROM: Don Thurston
Don Thurston
ASSISTANT RESIDENT ENGINEER

TO: file

SUBJECT: Dallas City Streets
Washington to Clay on Uglow
Polk County

I met with Terry Nelson, Director of Public Works and Howard D. Brandvold, City Manager both of the city of Dallas, to discuss the subject project. We met at the Dallas City Hall this date.

Mr. Nelson's primary concern was the right-of-way required under our proposal. The City does not want to acquire the right-of-way because of the problems involved. (The inference was the city might have trouble negotiating for one of the parcels, they did not care to become involved in the paperwork and felt the parcels would be expensive.)

We discussed the changes required to satisfy the city's desires.

In summary, the changes are:

a) Eliminate the taper for turning movement from Uglow to Miller. Retain 30' radius and curb as proposed with two curb cuts for commercial use.

b) Construct 30' radius curb @ N.E. Corner of Miller and Uglow and connect the existing sidewalk to the curb at the corner with a short section of new walk.

c) Leave existing curb radius at S.W. Corner of Washington and Uglow and revise painted island as required.

d) Eliminate the right turn only lane heading south on Uglow north of Washington. The City feels they could put this turn lane in later if needed.

In the general discussion it was noted that truck traffic turning right from Washington to Uglow will have to swing into the inside lane. Mr. Nelson felt that the volume of truck traffic making this turn would not be enough to cause problems.

A pavement overlay for the project was discussed by Mr. Brandvold. We did not have any data in the project file to show this work as part of the project. Mr. Nelson said he was sure there was not an overlay included. I told Mr. Nelson that an overlay would not be included.

I made a check of the project site on the way back to the office. There is a large difference between the grade of the sidewalk and the pavement at the N.E. Corner of Miller and Uglow. I called Mr. Nelson about this problem and he is to call me back.

At the close of the meeting, I expressed my appreciation for their helpfullness and told them (Mr. Nelson and Mr. Brandvold) that I would make sure the changes discussed were transmitted.

DWT:jm

cc: C. O. Fredrickson

Misc.

There is Corresp. See 1973 request for traffic signal

Dallas (T)

ERRED TO 12 23 74 GC

Roger — See that the work is included in the topics project.

City of Dallas Office of the City Manager

December 20, 1974

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COUNTY & CITY SECTION
DEC 24 1974
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

Bud George
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. George:

This is in response to your telephone call last week requesting that the City of Dallas give consideration to accepting an "illuminated crosswalk sign" instead of a "blinker light" at the intersection of Walnut and Main Street in this city.

At a recent meeting of the Dallas City Council I discussed this matter with members of the council. They agreed to the "illuminated crosswalk sign", if as you advised, it is more effective to slow traffic in the area of a crosswalk than is a blinker light. We do have a lot of school children crossing at this intersection and other pedestrians, because of its proximity to a senior citizen center and other attractive commercial enterprises.

The City of Dallas therefore agrees with your proposal for changing the markings at the intersection from a blinker light to an illuminated crosswalk sign.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem

NOTED
L.E. GEORGE

RECEIVED
27 1974

81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 18, 1974

FILE:

SUBJECT: Washington St.-Clay St.
(Dallas) Section
Uglow Ave. (City St.)
Polk County

ROM: Adele L. Egan
Right of Way Office Manager

O: H. S. Cox

Attached you will find two original option forms in quintuplet covering right of way to be acquired in connection with the Washington St.-Clay St. in Polk County.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of December 13, 1974.

We are attaching four prints and a sketch map covering this area and bearing our date of December 17, 1974.

File	Name	Area
48448-A	Dallas Hospital, Inc.	50 sq. ft.
48448-B	Woodrow and Bernice Jones	110 sq. ft.

AC:ks
Enc. 2 Exhibits, etc.

cc: Rod Henry
C. O. Fredrickson - 2 prints
Milner Mead - 1 print & Auth. List
Frank Lowe - letter
Title - 1 print
Armand Riveness - Exhibit
Jim Dixon

RECEIVED
COUNTY & CITY SECTION
DEC 19 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
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12-19-74
Attachments [illegible]
Rod Henry for processing [illegible]
City of DALLAS.
[illegible]

T.

LOCATION NARRATIVE
Dallas (City Sts.)
TOPICS Project T-5009(-)
Polk County
12-6-74

RECEIVED
COUNTY & CITY SECTION
DEC 6 1974
☑ ~~ENGR.~~ ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

History:

The project discussed in this narrative is TOPICS Project T-5009. The Authority for Survey was submitted Aug. 1, 1974 and approved Sept. 1, 1974. The project consists of four projects located in the city of Dallas, Polk County, Oregon. The first three projects are on the Kings Valley Hwy. (FAS 190) and the fourth is located on the East side of the city on Uglow Ave. between Clay and Washington St..

One project, which consists of the reconstruction and widening of the Kings Vallwy Hwy. between Orchard Drive and Ellendale Ave. was done by E. J. Hall, Resident Engineer. That survey was submitted Sept. 1974. This narrative will not discuss this part of the TOPICS project.

The negative declaration was drafted Nov. 8, 1974 and submitted to G. L. Green, Division Engineer, Federal Highway Administration by R. L. Schroeder, Assistant State Highway Engineer. The declaration was reviewed by the Study Committee on Nov. 14, 1974 and no major revisions were made.

Project #2

Purpose of the Project:

Project #2 involves restriping N.Main St. (Kings Valley Hwy) from Ellendale Ave. to the Jefferson St. intersection. The project is 0.29 mi. in length. The restriping will provide a continous two-way left-turn refuge between these two streets. Presently, through traffic on N.Main St. is interrupted by left-turning traffic into local businesses, Hankel St., Rainbow St., Ellendale Ave., and Walnut Ave.. The Walnut Ave. intersection is especially slow because of the number of conflicting movements. To provide room for the refuge, all parking on the easterly side of N.Main St. from Walnut Ave. to Ellendale Ave. must be eliminated.

Channelization: There is enough width on N. Main St. to fit 3-12' lanes and a variable 8'-10' parking strip on the westerly side of N. Main St.. The decision to eliminate parking on the east side of N. Main St. was based on the overall parking plan of that area. Parking spaces abound on the nearby side streets east of N. Main St. as compared to only a few on the west side. It was decided that the east side of N. Main St. could afford to lose the parking area more than the west side.

The gore area separating Jefferson St. and Main St. will be restriped to provide a one-way left-turn refuge for movements from Jefferson St. to Walnut Ave.. It was felt that the restriping of Jefferson St. and N. Main St. and the installation of a flashing beacon giving these movements priority should alleviate the confusion that occurs at this intersection.

Grading and Paving:

No grading or paving will be required.

Illuminated X-Walk [illegible]

Structures: A ~~flashing beacon inst~~allation will be installed at the intersection of Walnut Ave. and N. Main St..

Drainage: No work on drainage will be required.

Right-of-Way: The proposed realignment of Walnut Ave. west of N. Main St., as mentioned in "Summary of Recommended Improvement Projects", was discussed with Mr. Terry Nelson, Public Works Director of the city of Dallas. He felt that the problems with obtaining additional right-of-way did not warrant the proposed realignment. Therefore, no additional right-of-way will be required.

Utilities: No utilities are expected to be affected.

Special Provisions:

Item (1) Section 111a, Temporary Protection and Direction of Traffic. Specifications for this work should include that street closures by the contractor are not allowed.

Item (12) Traffic Signal Installation - Flashing Beacon. Installation will be paid complete.

Item (13) Additional Anticipated Items
Pavement grinding and sandblasting, pavement striping, and pavement legends are additional items not included in the Standard Specifications. However, all pavement striping and pavement legends shall conform to the "Uniform Traffic Control Devices Manual".

Project #3

Purpose of the Project

This project consists of restriping Washington St. (Kings Valley Hwy.) between Main St. and Jefferson St. and installing flashing beacons at these two intersections. The project is 0.11 mi. in length. The one-way couplet of Main St. southbound and Jefferson St. northbound connected by Washington St. is part of State Hwy. 223 or FAS 190 (Kings Valley Hwy.). Presently, the left-turn movements from Main St. onto Washington St. and from Washington St. onto Jefferson St. conflict with the through traffic on Washington St.. Left-turn refuges would be striped to alleviate this condition.

Channelization: The restriping of Washington St. would provide for 14' left-turn refuges at the intersections of Washington and Main, and Washington and Jefferson St.. This would allow 23' on both sides of Washington St. for through traffic and parking. The proposal presented in "Summary of Recommended Improvement Projects" called for the elimination of all on-street parking on Washington St. and provide for two through lanes east and westbound. The present traffic volumes can be handled effectively with only one through lane in each direction and it was felt that parking could be allowed to remain. The extra through lanes could be striped in the future.

The restriping will also include gore areas on Washington St. west of Main St. and east of Jefferson St.. The gore areas provide a transition from one lane to two and protection for the left-turning vehicles on Washington St..

Grading and Paving: No grading or paving will be required.

Structures: Two flashing beacon installations will be installed; one at the intersection of Main and Washington St. and the other at the intersection of Jefferson and Washington St.. The flashing beacons will give the one-way couplet of Main St. to Washington St. to Jefferson St. priority over through traffic.

Drainage: No work on drainage is required.

Right-of-Way: The proposed widening of Washington St. from Jefferson St, to Shelton St. was considered unnecessary. Presently, there is enough width to allow for a 6' tapered gore area. This was considered sufficient. Therefore, no additional right-of-way will berrequired.

Utilities: No utilities are expected to be affected.

Special Provisions:

Item (1) Section 111a, Temporary Protection and Direction of Traffic. Specifications for this work should include that street closures by the contractor are not allowed.

Item (12) Traffic Signal Installation - Flashing Beacon. Installation will be paid complete.

Item(13) Additional Anticipated Items

Pavement grinding and sandblasting, pavement striping, and pavement legends are additional items not included in the Standard Specifications. However, all pavement striping and pavement legends shall conform to the "Uniform Traffic Controls Devices Manual".

Project #4

Purpose of the Project:

Project #4 is located on Uglow Ave. between Clay and Washington St.. This section is not included in the FAS 190 system. This project will consist of restriping Uglow Ave. to include four lanes. Presently, nourthbound traffic on Uglow Ave. is stopped at Miller Ave.. Traffic southbound is stopped at Washington St.. The priority movement (no stops) is traffic eastbound on Washington St. to Miller Ave. and westbound from Miller Ave. to Washington St.. These movements must travel about 200' on Uglow Ave.. The purpose of the project is to make north and southbound traffic on Uglow Ave. the priority movement. Also, right-turn movements from Washington St. to Uglow Ave. would be given priority. The total length of project is 0.15 mi. with work also on Washington St. and Miller Ave.

Channelization: Uglow Ave. would be restriped to provide two through lanes and two lanes for left turns and through traffic. Washington St. would be restriped to have two turning lanes onto Uglow Ave.. Excavation, paving, and new lengths of curb will be necessary to widen the curb radius for right-turning movements from Washington St. onto Uglow Ave.. The present Miller Ave. approach will have a striped 30' radius on the north side. The purpose of the reduced radius on the north side is to make Miller Ave. a side street rather than treating it as the main traffic carrier. Traffic eastbound on Miller Ave. and left-turning traffic (northbound) on Washington St. would be stopped to give right-of-way to traffic on Uglow Ave..

Grading and Paving:

The radius at the SW corner of Washington St. and Uglow Ave. must be widened from 30' to 55' to accomodate the right-turn lane onto Uglow Ave. There is an estimated excavation of 56 yds. involved. An estimated 80 ft. of concrete curb and 3 sq. yds. of sidewalk will have to be removed. About 2 sq. yds. of P.C.C. sidewalk will have to be replaced. It shall be 4" thick.

There is presently no curb on the SE corner of Miller and Uglow Ave.. A tapered widening of Uglow Ave. from 40' just south of Clay St. to 50' at the point of radius will provide a no-stop right-turn movement from Uglow Ave. to Miller Ave.. The widening and radius would take about 235 ft. of new Type "C" curb. There is an estimated excavation of 177 yds. involved. A concrete pad for a telephone booth and a metal light pole will have to be removed. There is no anticipated sidewalk removal or construction.

The typical section for paving calls for 4" of A.C. wearing course, 8" A.C. base course, and 4" of aggregate base. There has not been a separate soils investigation for this particular project. The typical section for paving is the same as that used in the "Walnut Ave. - E. City Limits of Dallas" project.

Structures: Two flashing beacon installation will be installed. One of the beacons will be located at the intersection of Uglow and Washington St., the other at the intersection of Uglow and Miller Ave.

Drainage: Two inlets will have to be adjusted. One inlet is located at the SW corner of Uglow and Washington St. and the other at the SE corner of Uglow and Miller St.. Each inlet shall be removed. Two type CG-1 inlets shall be installed at the new inlet locations. An estimated 25 ft. of 8" culvert pipe will be required for moving the inlets.

Right-of-Way: Two pieces of right-of-way will be required. On the SW corner of Uglow and Washington St., an area of 50 sq. ft. on the NE corner of Tax Lot 1400 would be needed for the radius widening. Tax Lot 1400 is owned by Dallas Hospital Inc. The needed additional right-of-way is shaped like a right-triangle with the short legs at 10'.

Tax Lot 9700 is located at the SE corner of Uglow and Miller St. An area of 111.8 sq. ft. of additional right-of-way will be required. The area required is in the shape of an isosceles triangle with two legs at 15' and the third at 20'. Tax Lot 9700 is owned by Woodrow and Bernice Jones.

Utilities: Two power poles and a water valve located on the SW corner of Uglow and Washington St. will have to be moved. There will be no cost to the State as per the TOPICS Agreement. The power poles has numbers 333402 and 333404.

Special Provisions:

Item (1) Section 111a, Temporary Protection and Direction of Traffic. Specifications for this work should include that street closures by the contractor are not allowed.

Item (12) Traffic Signal Installation - Flashing Beacon. Installation will be paid complete.

Item (13) Additional Anticipated Items

a. Pavement grinding and sandblasting, pavement striping and pavement legends are additional items not included in the Standard Specifications. However, all pavement striping and pavement legends shall conform to the "Uniform Traffic Control Devices Manual".

b. The contractor shall conform to local ordinances concerning noise in hospital zones.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Sheet 1 of 2

Section: Dallas (City Streets)

Highway: ~~Kings Valley Hwy, Wash. St to Clay St~~ on Uglow Ave

County: Polk

Prefix: 27-0603

TEM NO.	SPECIFIC'N NO.	ITEM DESCRIPTION	UNIT	Part			TOTAL QUANTITY	UNIT PRICE	AN
				Jefferson St to Ellendale Ave ~~on N Main St~~	Main St to Jefferson St ~~on Wash. St~~	Washington St to Clay St on ~~Uglow Ave~~			
1	111	Temporary Protection and Direct.	lump sum	$500	$500	$1,000			
									$2
2	202	Removal of structures and obstr.	lump sum						
		curbs, linear foot				400			
		concrete walls, sq yd							
		concrete inlets, each							
		miscellaneous structures							
3	203	General Exc.	cu yd						
						235	235	$10.00/yd^3	
4	304	Aggregate Base	ton						
						90	90	$8.00/ton	
5	401	Plant-mix bituminous base	ton						
6	403	Asphalt concrete pavement	ton			230	230	$18.00/ton	4,
7	407	Asphalt Tack Coat	ton			115	115	$20.00/ton	2,
						0.15	0.15	$200/ton	
8	603	Concrete Culvert pipes - 8"	lin. ft						
9	604	Concrete Inlets	each			25	25	$8.00/ft.	2
10	608	Portland Cement Concrete Walks	sq yd			2	2	$400/inlet	8
11	609	Concrete Curbs - Type "C"	lin. ft			1.5	1.5	$10/sq yd	
12	661	Traffic Signals - Flashing Beacon	lump sum	$2,000	$4,000	310 $4,000	310 $10,000	$4/ ft	1,2 10,
13		Additional Anticipated Items							
		a. Pavement grinding/sandblasting							
		- Pavement lines (200 ft/hr)							
		- Pavement legends	hr	24	24	8	56	$25.25/hr	1,4

N COST ESTIMATE AND QUANTITY SUMMARY

sheet 1 of 2 sheets

Dallas (City Streets)

County : Polk

. Kings Valley Hwy, Wash. St to Clay St on Uglow Ave

Prefix : 27-0603

TEM DESCRIPTION	UNIT	Part			TOTAL QUANTITY	UNIT PRICE	AMOUNT
		Jefferson St to Ellendale Ave on N Main St	Main St to Jefferson St on Wash. St	Washington St to Clay St on Uglow Ave			
porary Protection and Direct.	lump sum	$500	$500	$1,000			$2,000
oval of structures and obstr.	lump sum			400			400
curbs, linear foot							
concrete walls, sq yd							
concrete inlets, each							
miscellaneous structures							
ral Exc.	cu yd			235	235	$10.00/yd^3	2350
regate Base	ton			90	90	$8.00/ton	720
nt-mix bituminous base	ton			230	230	$18.00/ton	4,140
halt concrete pavement	ton			115	115	$20.00/ton	2,300
halt Tack Coat	ton			0.15	0.15	$200/ton	30
crete Culvert pipes - 8"	lin. ft			25	25	$8.00/ft.	200
crete Inlets	each			2	2	$400/inlet	800
land Cement Concrete Walks	sq yd			1.5	1.5	$10/sq yd	15
crete Curbs - Type "C"	lin. ft			310	310	$4/ ft	1,240
fic Signals - Flashing Beacon	lump sum	$2,000	$4,000	$4,000	$10,000		10,000
tional Anticipated Items							
. Pavement grinding/sandblasting							
- Pavement lines (200 ft/hr)		24	24	8	56	$25.25/hr	1,414
- Pavement legends	hr						

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

sheet 2 of 2 sh

Section: Dallas (City Streets)

County: Polk

Highway: Kings Valley Hwy. Wash. St to Clay St on Uglow Ave

Prefix: 27-0603

EM NO.	SPECIFIC'N. NO.	ITEM DESCRIPTION	UNIT	Part Jefferson St to Ellendale Ave on N Main St	Part Main St to Jefferson St on Wash. St.	Part Washington St to clay St on Uglow Ave	TOTAL QUANTITY	UNIT PRICE	AMO
		b. Pavement Striping							
		- 4" beaded skip line	mi	$0.40	$0.15	$0.15	$0.70	$45.20/mi	$ 3
		- 4" beaded solid line	mi	0.55	0.35	0.30	1.20	$90.21/mi	10
		- Pavement legend - 6-man crew	hr	8	8	8	24	$83.36/hr	200
14		Engineering & Contingencies	20%						555
		Right-of-Way				500	500		5
					Total of Project				$33,

OCATION COST ESTIMATE AND QUANTITY SUMMARY

sheet 2 of 2 sheets

Section: Dallas (City Streets)

Highway: Kings Valley Hwy. Wash. St to Clay St on Uglow Ave

County: Polk

Prefix: 27-0603

FIC'N.	ITEM DESCRIPTION	UNIT	Part			TOTAL QUANTITY	UNIT PRICE	AMOUNT
			Jefferson St to Ellendale Ave on N Main St	Main St to Jefferson St on Wash. St.	Washington St to clay St on Uglow Ave			
	b. Pavement Striping							
	- 4" beaded skip line	mi	$0.40	$0.15	$0.15	$0.70	$45.20/mi	$ 30
	- 4" beaded solid line	mi	0.55	0.35	0.30	1.20	$90.21/mi	108
	- Pavement legend - 6-man crew	hr	8	8	8	24	$83.36/hr	2001
	Engineering & Contingencies	20%						
								5550
	Right-of-Way							
					500	500		500
				Total of Project				
								$33,798

-117

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Orchard Drive-Washington Street
Washington Street-Clay Street
City of Dallas
Polk County, Oregon
TOPICS Project T-5009(-)

This negative declaration precedes our request for location-design approval of the subject project.

LOCATION, DESCRIPTION AND PURPOSE OF PROJECT This proposal consists of four projects located in the city of Dallas, Polk County, Oregon. The first three projects are located on the Kings Valley Highway (FAS 190), and the fourth is located on the easterly side of the city on Uglow Avenue between Clay and Washington Streets. The purposes of these projects are to increase safety and reduce congestion and delays by channelization and signalization.

PROJECT #1: This project consists of the reconstruction and widening of the Kings Valley Highway (Main Street) between Orchard Drive and the Dallas-Rickreall Highway (Ellendale Avenue) to provide for two travel lanes and a left-turn median.

The purpose of this project is to integrate this section with the completed improvement of Orchard Drive on the north end, and the proposed improvement of the Ellendale Avenue-Main Street intersection on the south end, which is to be completed under other funding.

PROJECT #2: This project consists of restriping North Main Street (Kings Valley Highway) between the Ellendale Avenue intersection and the Jefferson Street intersection to provide for two travel lanes and a continous left-turn median. A flashing beacon will be installed at the Walnut Street-Main Street intersection. On-street parking will be prohibited on this section to accommodate the extra width necessary for the turning median.

The purpose of the project is to improve safety and to relieve congestion by removing left-turning vehicles from the travel lanes.

PROJECT #3: This project consists of restriping Washington Street (Kings Valley Highway) between Jefferson Street and Main Street to provide for two travel lanes and a left-turn refuge on both the east and west ends of the segment. The proposal calls for installation of flashing beacons at both intersections.

The purpose of the project is to remove turning traffic from through traffic and to provide a more visible control system, one which is clearly visible at night.

PROJECT #4: This project consists of widening and restriping Uglow Avenue between Washington Street and Clay Street to provide for four lanes and a change in the direction of the free flow movement. The existing roadway is striped for two lanes. Flashing beacons will be installed at Uglow and Miller Street and at Uglow and Washington.

The purpose of the project is to provide traffic control that is adequate for the changed traffic pattern in this area. The existing striping and signing at these intersections is designed to facilitate the Washington Street-Uglow Avenue-Miller Street movement, whereas the heavist flow of traffic is now along the Washington Street-Uglow Avenue-Monmouth Cutoff Road route.

EXISTING ENVIRONMENTAL SETTING

The city of Dallas is located on the west side of the central Willamette Valley and is the county seat of Polk County. Major sources of employment are agriculture, manufacturing, and various jobs in Salem.

Two large manufacturing firms are located in the southeast sector of Dallas and contribute directly to traffic congestion on Uglow Avenue, the location of Project #4. Towmotor Corporation manufactures industrial lift trucks and employs approximately 375 people. Willamette Industries Incorporated, which produces plywood sheathing and lumber, is located adjacent to Towmotor and employs approximately 425 people.

Kings Valley Highway, the main north-south route through Dallas, enters in the northeast sector of town, intersects the Dallas-Rickreall Highway (East Ellendale Avenue), and continues along Main Street. Just south of Walnut Avenue, Main and Jefferson Streets become a one-way couplet through the Central Business District, ending on Washington Street, a two-way, east-west arterial. Kings Valley Highway continues west on Washington Street to Fairview Avenue in the southwest sector. The heaviest volumes of traffic are along Dallas-Rickreall Highway to Kings Valley Highway and continue on Kings Valley Highway through Dallas. Projects #1, #2 and #3 are all located on this highway.

PROJECT #1: This segment of Kings Valley Highway lies between Orchard Drive and East Ellendale Avenue (Dallas-Rickreall Highway). Orchard Drive has been improved to serve as a collector street for residential subdivisions being built in the northwest section of the city and is experiencing increasing traffic volumes. Motorists traveling north behind those wishing to turn left on Orchard Drive are either passing on the right or are being delayed. The average daily traffic for this section is 2,650 (1973).

On the south end of the project, Kings Valley Highway intersects Ellendale Avenue, forms a dual-Y intersection, and continues on Main Street. This intersection is scheduled to be improved in the future. Project #1 is designed to tie into this future project, which is part of the 1973 Areawide TOPICS Plan for Dallas.

Land use adjacent to the project area is commercial, and each business has off-street parking.

PROJECT #2: The proposed project is on North Main Street (Kings Valley Highway) between Ellendale Avenue and Jefferson Street. Average daily traffic over this section varies between 8,500 and 10,200 (1973), which exceeds the existing design capacity of 8,100. North Main has two lanes carrying two-way traffic, and on-street parking is permitted.

Walnut Street, which crosses Main Street near the southerly end of the project, serves as the only access to a residential area on the east. On the west it serves as access to a residential area and to the city park and swimming pool facilities; it serves as a collector street between Main and Levens Streets. The western approach of Walnut Street is off-set by several feet to the north of the eastern approach. The Main Street-Walnut Street intersection has substantial school-generated pedestrian traffic. Traffic is controlled by stop signs on Walnut Street. Two other streets, Hankel Street and Rainbow Avenue, intersect Main Street. Both serve residential areas.

Land use along this section is primarily commercial, with the exception of three residential properties. Each property has some off-street parking. A bowling alley located on the northeasterly corner of the Walnut Street intersection frequently generates overflow parking, which is accommodated by on-street parking on Main Street.

PROJECT #3: The third project is located on Washington Street between Main Street and Jefferson Street. Washington Street provides the major east-west arterial street across the city of Dallas and provides the principal connection between the Kings Valley Highway, the Dallas-Rickreall Highway, and the Monmouth Cutoff Road. The Main Street-Jefferson Street one-way couplet terminates at Washington Street. Average daily traffic for this section is 6,600 (1973).

Traffic is controlled at the intersections by channelization and stop signs on Washington Street, except for eastbound traffic at the Jefferson intersection, and by stop signs on the northbound lanes of the segments of Main and Jefferson south of Washington Street. Free movement is given to traffic traveling south on Main Street or turning either direction onto Washington and to traffic traveling east on Washington proceeding or turning either direction at the Jefferson intersection. Traffic proceeding west on Washington must share a lane with traffic turning left onto Main Street. On-street parking is allowed on both sides of the street.

Land use in the immediate vicinity of the project is commercial except for the southeast quadrant of the Washington Street-Jefferson Street intersection, which is residential. The main industrial area lies four blocks south of the project area and may be reached by continuing south on Main Street, across Washington to Maple Street or by continuing east on Washington to Uglow.

PROJECT #4: Project #4 is located in the southeast sector of Dallas on Uglow Avenue between Washington Street and Clay Street. Miller Avenue, which intersects Uglow between Washington Street and Clay was, in the past, the main southeast access to and from Dallas. The principal traffic flow was from Washington to Uglow to Miller. Uglow and the Miller intersection are presently signed and striped to facilitate this movement. Traffic traveling on Uglow is impeded by a stop sign at the Miller Street intersection. Improvement of the Monmouth Cutoff Road further south on Uglow and growth of the industrial area which is located around the Uglow-Monmouth Cutoff intersection have caused a change in the dominant traffic flow. The major traffic movement is now from Washington Street to Uglow to Monmouth Cutoff Road.

All streets are striped for two travel lanes. Parallel parking is permitted along most of Uglow Avenue. Average daily traffic on Uglow from Washington to Miller Street was 5,120 (1970) and from Miller Street to Monmouth Cutoff was 3,600 (1970). The project area is marked both as a truck route and as a hospital quiet zone.

Land use adjacent to the project is mixed. The northeast corner of the Miller intersection is occupied by a grocery store, the southeast corner is a vacant lot, and the block facing the intersection is occupied by a hospital and pharmacy. The land facing the Washington Street intersection is occupied by professional buildings. The remaining land is residential. There is a large sand and gravel pit one block north of the Washington intersection, and there is the previously mentioned industrial area south of the project.

Projects #2, #3, and #4 are on the highest priority list in the 1973 Areawide TOPICS Plan for Dallas. Project #1 is not listed but is tied to two other projects which were listed and will be completed under other funding.

DISCUSSION OF ENVIRONMENTAL IMPACTS

PROJECT #1: The positive impact expected from this project is safer and more efficient movement of traffic. By separating left-turning traffic, through traffic would not be impeded. Very slight improvements in air quality and reduced noise levels should also result.

The project involves widening the existing roadway; however, all work will be contained within the existing right-of-way. Only one business would be adversely affected. A small grocery store-service station on the northwest corner of the Main Street-Ellendale Avenue intersection is built very close to the existing highway. The roof over the pump island extends to within a few feet of the right-of-way, and the paving for this island on the east side is in the right-of-way. It appears from the preliminary design that only the west side of the pump island will be usable after widening of the highway. As use of the right-of-way for this purpose was not authorized, the loss of such use will not be compensated.

PROJECT #2: The primary impacts of this project would be reduced congestion and conflicts and increased capacity and safety. The existing traffic volume exceeds the capacity of 8,100 vehicles per day listed in the TOPICS Plan by 400 vehicles at the northern end of the section and 2,100 vehicles at the southern end. (Oregon State Highway Division, 1973). Removal of on-street parking and separation of left-turning traffic from through traffic will improve the flow of traffic through this section. Air quality and noise levels are expected to improve slightly.

The Walnut Street-Main Street intersection is a major school crossing. The flashing beacon will make motorists aware of the intersection, increasing safety for pedestrians.

Removal of on-street parking would have some adverse impact on commercial establishments along this section. All of the businesses and the three residences have some off-street parking; however, a bowling alley located on the northeast corner of the Walnut Street intersection consistently has overflow parking on Main Street. This parking can be relocated on Walnut Street.

PROJECT #3: The principal impacts of this project are more efficient movement of traffic and clearer, safer control of the intersection through the use of flashing beacons. Air quality could be very slightly improved, as the project would reduce delays. Noise levels would remain the same.

No right-of-way would be required, nor would parking or major traffic patterns be changed.

PROJECT #4: This project involves widening Uglow between Clay Street and Miller Street and restriping between Clay and Washington Streets to create four lanes where it is now striped for two lanes. According to current design plans, widening would be within the existing right-of-way and would affect only the southeast corner of the Miller-Uglow intersection, which is presently a vacant lot. Lengthening the turning radius of the southwest corner of Washington Street and the northwest corner of Miller Street have been mentioned as design modifications and would require very small parcels of additional right-of-way if implemented.

The principal impact would be the changed direction of the through movement. The Washington-to Uglow-to Miller movement is presently given unimpeded right-of-way. With the proposed project, the dominant traffic flow, Washington to Uglow to Monmouth Cutoff Road, would be given the right-of-way. Some initial confusion can be expected immediately after the change; however, installation of the flashing beacon along with signing should reduce this to a minimum. More efficient and safer processing of traffic will result.

No additional traffic is expected to be generated by this project, although the changed traffic pattern may alter the percentage of motorists choosing the Monmouth Cutoff route over the Miller route.

Parking will be prohibited along this section, but there is adequate on- and off-street parking for the hospital as well as commercial and residential properties.

In summary, all of the projects will improve traffic flow. No new right-of-way is required as of this writing for the projects. Air quality and noise levels will remain the same or be slightly improved by all of the projects.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the State, this project is of a type that is exempt from the State Clearinghouse (O.M.B. A-95) review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse or the local Council of Governments for this review process.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4, since no right-of-way will be required; there will be no major change in traffic patterns; there will be no effects on existing or planned land use; and there will be no significant adverse effects on social and natural environments.

Your concurrence is respectfully requested.

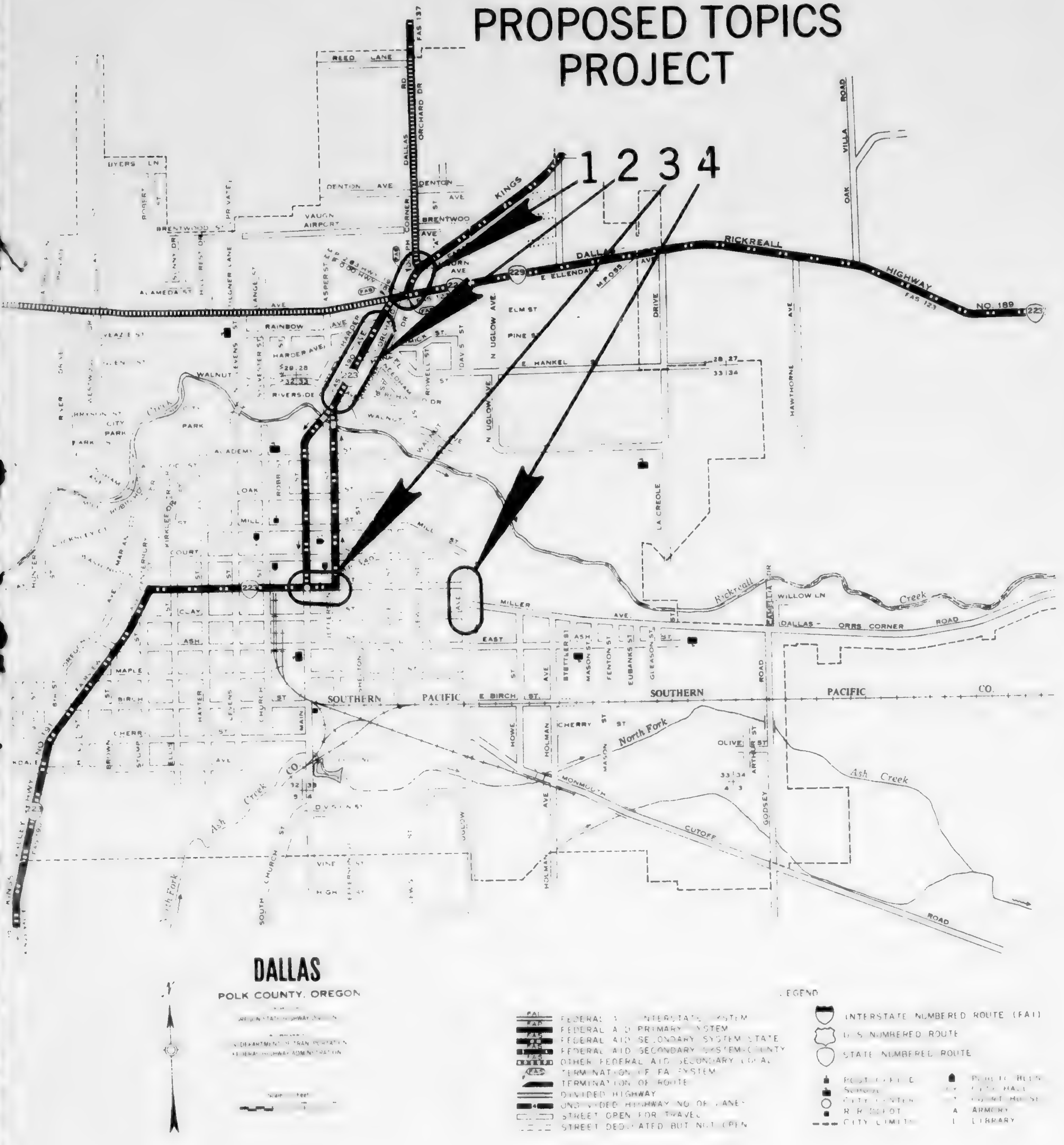
Endorsement to Oregon State Highway Division

Concur____________________ Date____________________
Division Engineer

DK:sz

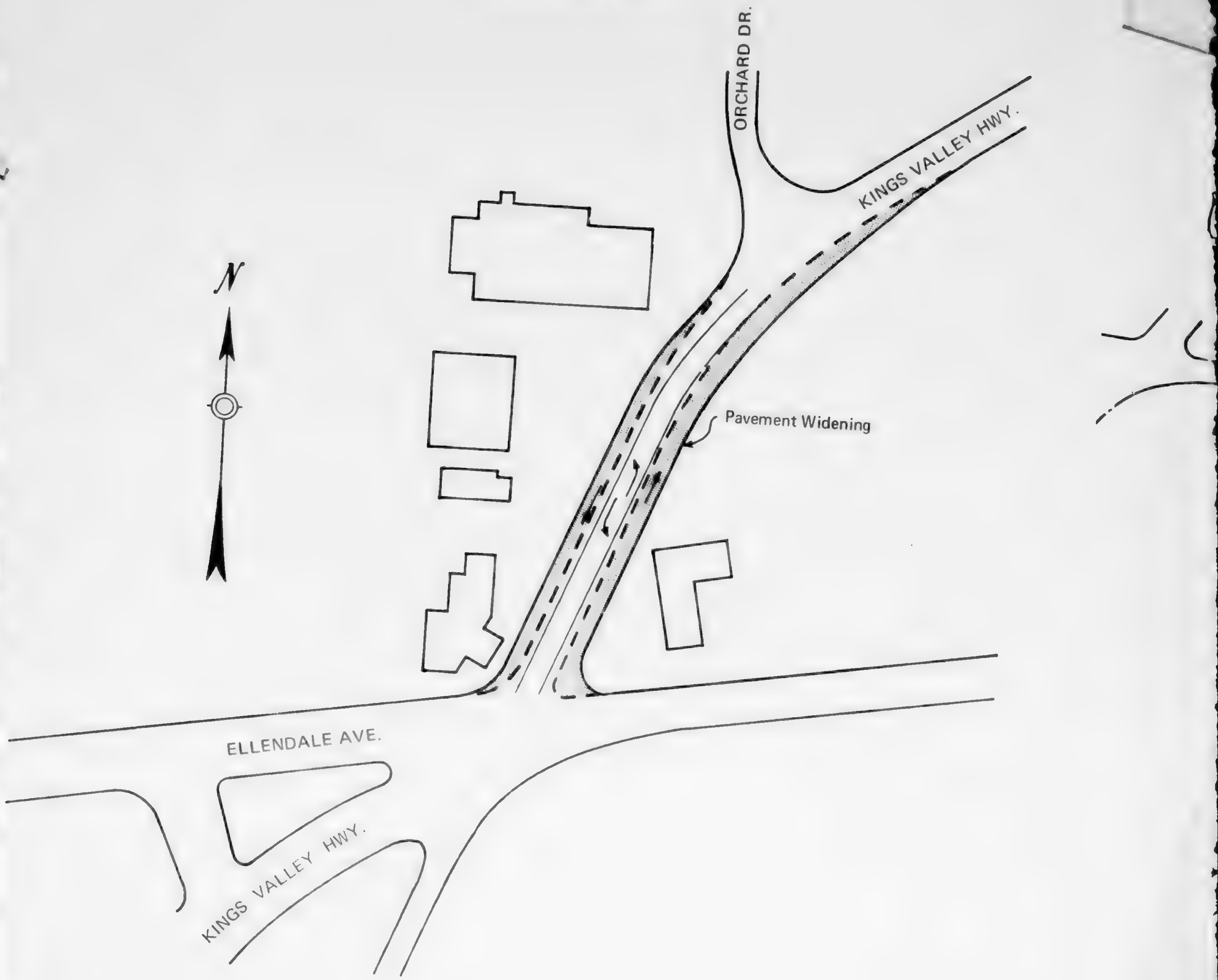
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
L. W. Rulien
C. O. Fredrickson
Gary Zehner
Eddie Welsh
Howard Brandvold (Dallas)

PROPOSED TOPICS PROJECT



PROJECT #1

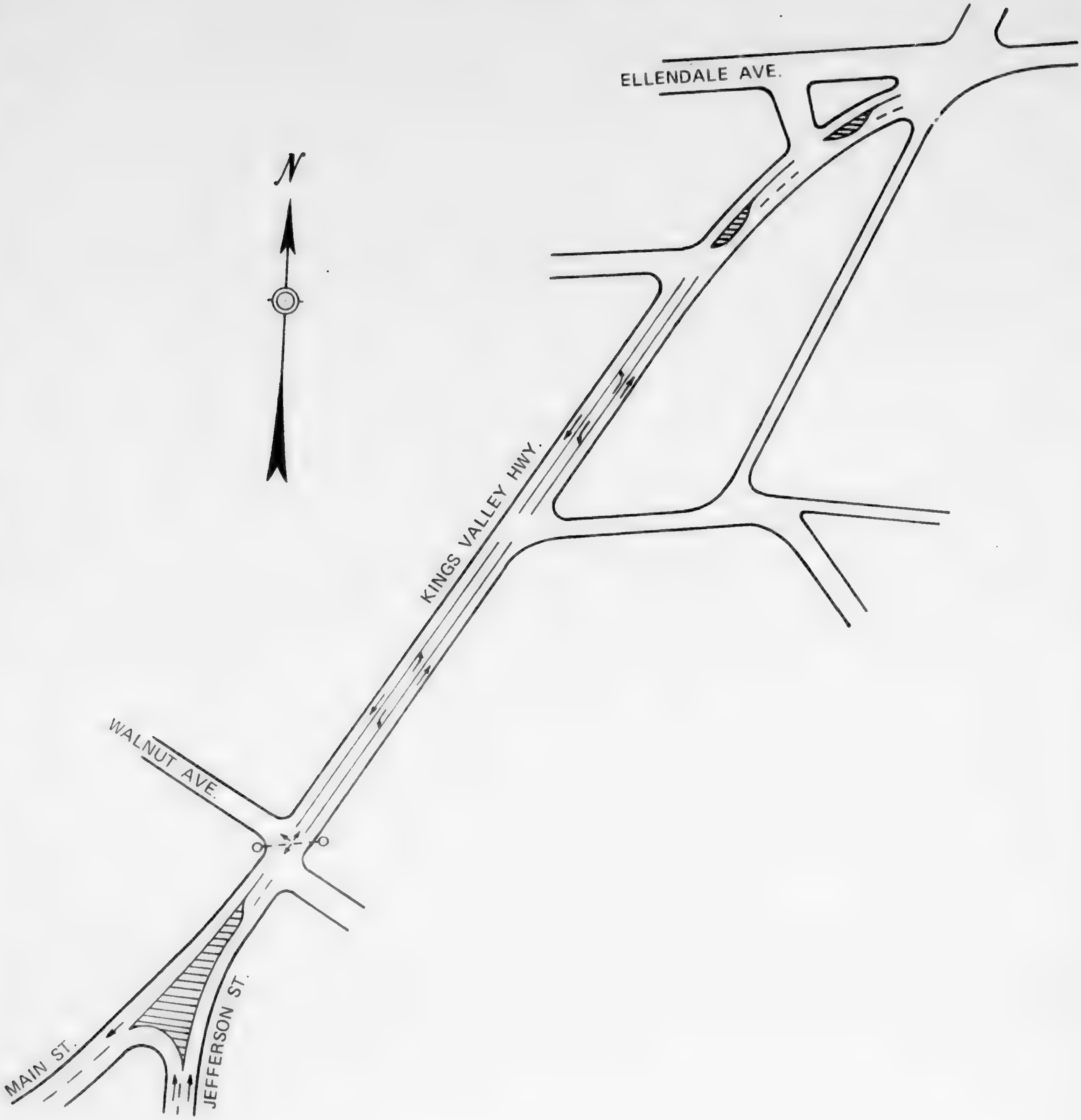
PROPOSED WIDENING AND CHANNELIZATION
KINGS VALLEY HIGHWAY
ORCHARD DR. TO ELLENDALE AVE. INTERSECTION



PROJECT #2

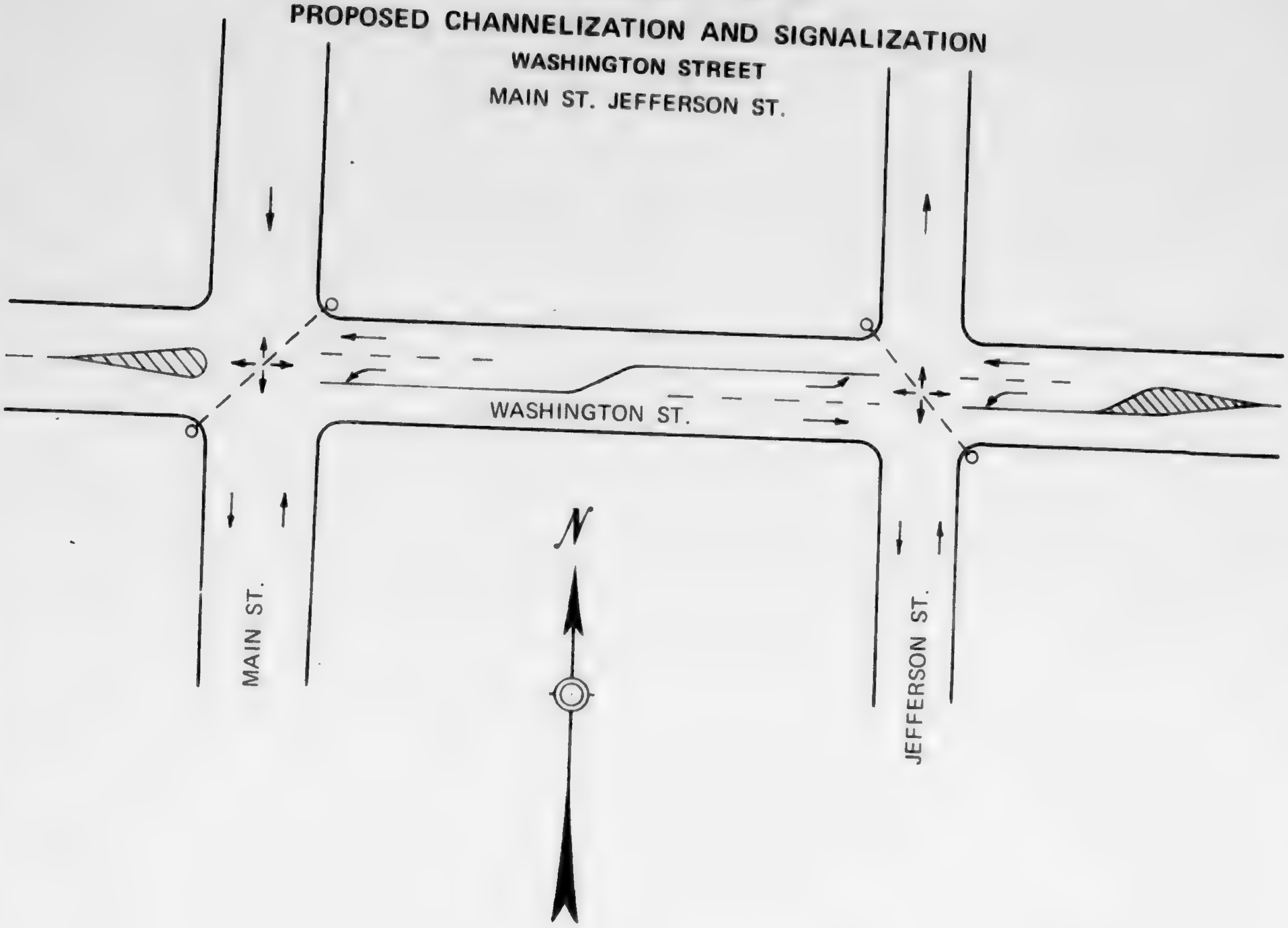
PROPOSED CHANNELIZATION AND SIGNALIZATION

NORTH MAIN STREET
ELLENDALE AVE. TO JEFFERSON STREET



PROJECT #3

PROPOSED CHANNELIZATION AND SIGNALIZATION
WASHINGTON STREET
MAIN ST. JEFFERSON ST.

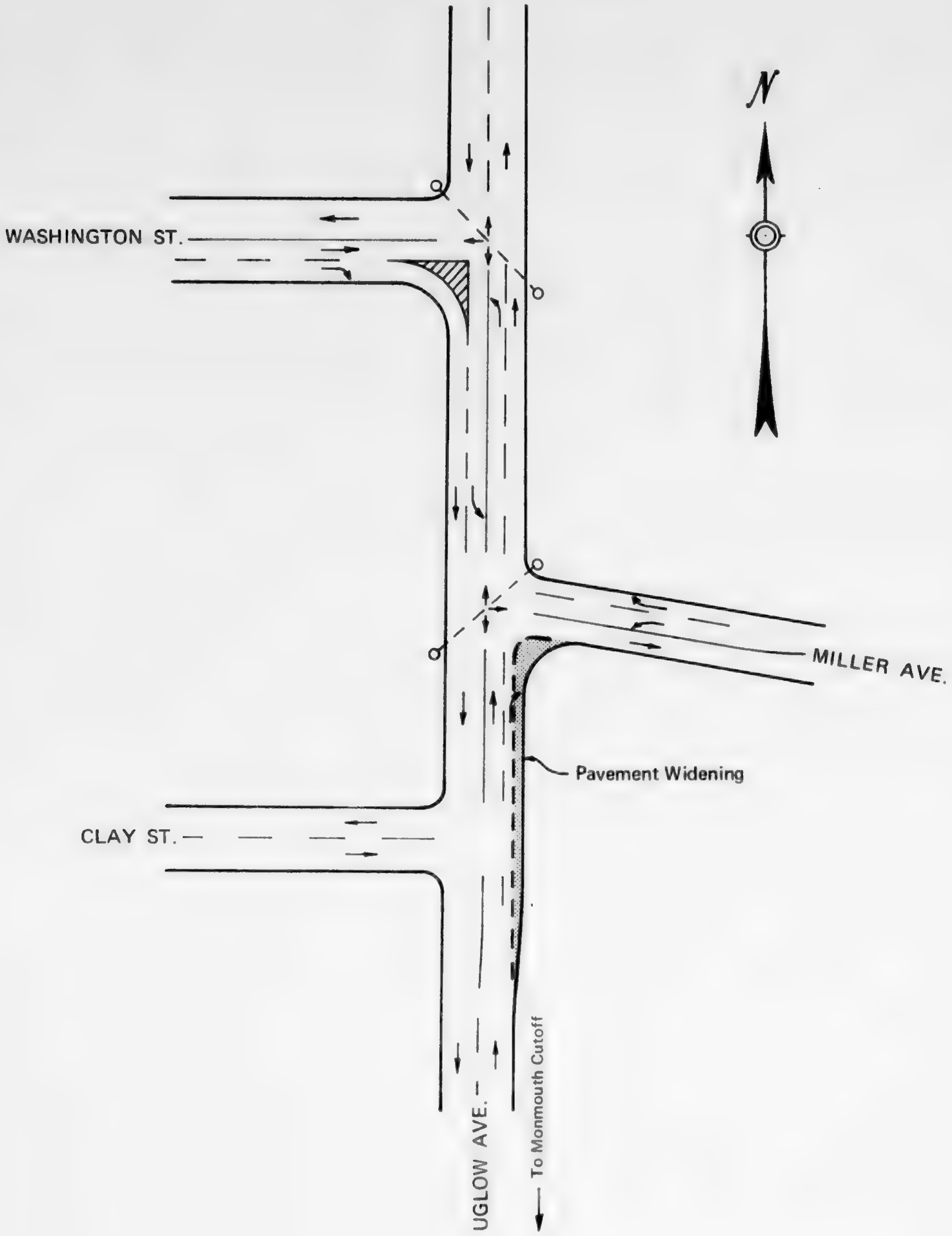


PROJECT #4

PROPOSED WIDENING, CHANNELIZATION AND SIGNALIZATION

UGLOW AVENUE

WASHINGTON ST. TO CLAY ST.



City of Dallas — Office of the City Manager

October 4, 1974

To: Gary E. Zehner
Urban Program Engineer

From: Howard Brandvold
City Manager
Dallas, Oregon HEB

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Subject: Topics Project T-5009 (-)
Orchard Drive-Washington St. Section
Kings Valley Highway
Washington Street - Clay Street Section
Uglow Avenue

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF THE PROJECT

The proposed projects are located in the City of Dallas, Polk County, Oregon at four different settings.

The first project involves widening the Kings Valley Highway between Orchard Drive and Ellendale Avenue to provide for two lanes and a two-way left turn median. The project is located between two improvements, Orchard Drive which is improved to serve as a collector street for residential subdivisions being built in the northwest section of the city, and the Ellendale Avenue-Main Street intersection which will be improved under a highway project. The proposed improvement at hand would aid in channeling traffic from Orchard Drive to Ellendale by integrating this section with the improvements at either end.

The second project involves restriping the Kings Valley Highway (N. Main Street) between Ellendale Avenue and Jefferson St. to provide for two lanes of travel and a continuous two-way left turn refuge. A flashing beacon will be installed at the Walnut Street intersection.

The third project involves restriping the Kings Valley Highway between Jefferson Street and Main Street to provide for two travel lanes and a left turn refuge. The proposed project involves installing flashing beacons at both intersections, at the Jefferson intersection and at the Main Street intersection.

The fourth and final part of the project involves widening Uglow Avenue between Washington Street and Clay Street to provide for four lanes. Flashing beacons will be installed at both existing intersections, Uglow and Miller, and Uglow and Washington.

PURPOSE OF THE PROJECTS

The purpose of each of the projects herein discussed is, to better alleviate unnecessary traffic congestions and delays and to reduce the safety hazards, by better channelizing and directing traffic flow. The projects will prove especially important during peak hour when congestion at some intersection becomes intolerable. Each of the projects provides for a left turn refuge to be developed so that operators may cross traffic without causing timely waits or unsafe conditions.

EXISTING ENVIRONMENTAL SETTING

Project 1.

The Kings Valley Highway FAS 190 is the major north-south route carrying traffic through the City. It serves as the access way from Dallas for traffic going west toward the coast. The section at hand located between Orchard Drive and Ellendale Avenue is a section in which traffic is continuing to grow. The growth in traffic flow is a result of an increasing use of the north section of Dallas as a development area. Orchard Drive is used as a collector street for the new subdivisions being built in the northeast section of town. In order to get on Orchard Drive from the Kings Valley Highway coming from town you must make a left-hand turn. Thus cars which wish to proceed straight are either having to pass to the right side or wait causing delays in traffic flow.

To the south of the project Kings Valley Highway intersects with Ellendale Avenue. The Ellendale-Main Street intersection is planned to be improved next year under another highway project. By widening Kings Valley Highway to allow for a left turn refuge, traffic from Kings Valley will be able to tie into the improvements at either end.

The land use of the area is commercial and each business has off-street parking.

Project 2.

This project also involves the Kings Valley Highway FAS 190 (N. Main Street) which is the major north-south route carrying traffic through Dallas. The volume of traffic is heavy in this area, in fact the 1973 Topics study identified this section as "a place in Dallas where traffic volume exceeded the present street capacity". There exists a need to develop a system to relieve some of the traffic congestion.

This section is in a commercial zone and existing land use along the street is mostly commercial with only 3 homes. Each of the homes and commercial enterprises along the section have some type of off-street parking.

One street crosses this section of the highway, one intersects on the east side and one on the west side. The street which crosses, Walnut Avenue to the east serves as the only entrance and exit for a major subdivision area, and to the west serves as a major street for traffic going to the northwest section of the city. The intersection also serves as a major crosswalk for children going to and from school. Problems exist at the intersection because of the great amount of both vehicular and pedestrian traffic. Under the proposed project a left turn refuge would be provided for traffic turning onto Walnut and a flashing beacon would be installed for safety. Both of the other streets which intersect with this section of the Kings Valley Highway, Hankel Street to the east and Rainbow to the west, have a great deal of traffic which enters on them from the highway. The left turn refuge proposed would aid traffic turning and relieve congestion which occurs.

Project 3.

Washington Street serves as the major east-west arterial street and provides the principal connection between the Kings Valley Highway, the Dallas-Rickreall Highway and the Monmouth Cutoff Road. The present one-way couplets of Main Street and Jefferson Street terminate on Washington Street which makes traffic movement at the intersections complicated and adds confusion for motorists. The intersection currently has no lights. Under the proposed improvement flashing beacons would be installed to help direct motorists. This section is commercial and existing land use is established businesses.

Traffic flowing east and west on Washington make several left turns across traffic. At the Jefferson intersection traffic turning left has the right-of-way but in all other cases left turns must be made.after yielding right-of-way. In order to alleviate traffic delays for traffic moving straight and provide better channelization of traffic a left turn median is proposed. In addition, the left turn median will aid traffic turning into existing businesses along the block.

Project 4.

The improvement of Uglow Avenue from Clay Street to Washington was proposed under the 1974 Topics Proposal. The street carries a traffic volume in excess of 6000 vehicles per day on the average. The Topics study identified the major problem with the area being a lack of adequate marking and signing to serve the major traffic movement. The proposed project involves creating four lanes of traffic and installing a flashing beacon to assist in emphasizing correct control and to assist in cautioning motorists. Miller Avenue was traditionally the primary route out of the city to the southeast. But Monmouth Cutoff has been improved and now serves as the major access road to the southwest, this along with the industrial development which has occurred on Uglow Avenue has changed the major traffic flow to Uglow Avenue south of Miller.

In response to this change in use, the project proposes giving the right-of-way to the traffic on Uglow Avenue instead of Miller Avenue.

The Land Use of the area is commercial and only two businesses are located herein.

Most traffic proceeds from Uglow on to Washington instead of proceeding straight ahead on Uglow, therefore traffic will be allowed the right-of-way while turning onto Washington and traffic which is going south on Uglow will stop at the intersection.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Each of the projects involves rechanneling traffic to alleviate traffic congestion, resolve timely waiting, and allow for safer traffic movement. All of the projects are located in commercial zones, none of the changes proposed will dislocate any housing. In fact, none of the proposed changes will alter any existing structures or extensively alter the character of the area.

The following is an explanation of impact on each project.

Project 1.

The only negative effect in this project might be to a small grocery store-service station which is on the north west side of the Kings Valley-Ellendale intersection. The small business is built quite close to the existing highway and by using the existing right-of-way to widen the highway the business will be very close to the edge of the roadway. All other businesses in the area have off-street parking and designated driveways so the improvement should not affect these businesses except by providing improved and safer access for customers.

No right-of-way will have to be purchased for the project, it simply involves using the existing right-of-way. Since the project entails merely providing better channelization of existing traffic there should not be any detrimental noise or pollution effects.

Project 2.

The only forseeable negative effect which this project will have is that it involves prohibiting parking on the street. Along the proposed improvement, which is commercially zoned, there are 3 homes and several businesses. All of the homes and businesses have some sort of offstreet parking. The negative impact will come when the offstreet parking becomes filled and parking on the street is prohibited. The bowling alley is one business which has overflow traffic which parks on the street. This parking will have to be relocated onto Walnut Avenue.

Since there is no physical alteration of the existing street there will be no physical impact upon existing feature in the area. The main impact of the project will be to provide a clear and safe flow of traffic.

Project 3.

There is no real negative impact from this project because it simply involves, re-stripping the existing street to provide for two lanes of travel and a left turn refuge, and installation of flashing beacons at each intersection. The project does not involve eliminating parking or modifying any existing features of the area. The project will not increase traffic counts so there should be no detrimental environmental noise or pollution effects. Similar to the other projects this one simply entails creating safer traffic flow.

Project 4.

The fourth project entails redesigning Uglow Avenue between Washington and Clay to allow for four lanes of traffic to allow for more convenient safer traffic flow. The project would entail using some existing right-of-way on the southeast corner of Uglow at the Miller Avenue intersection. The existing Land Use at the intersection is an empty lot so there would be no detrimental effects to the area.

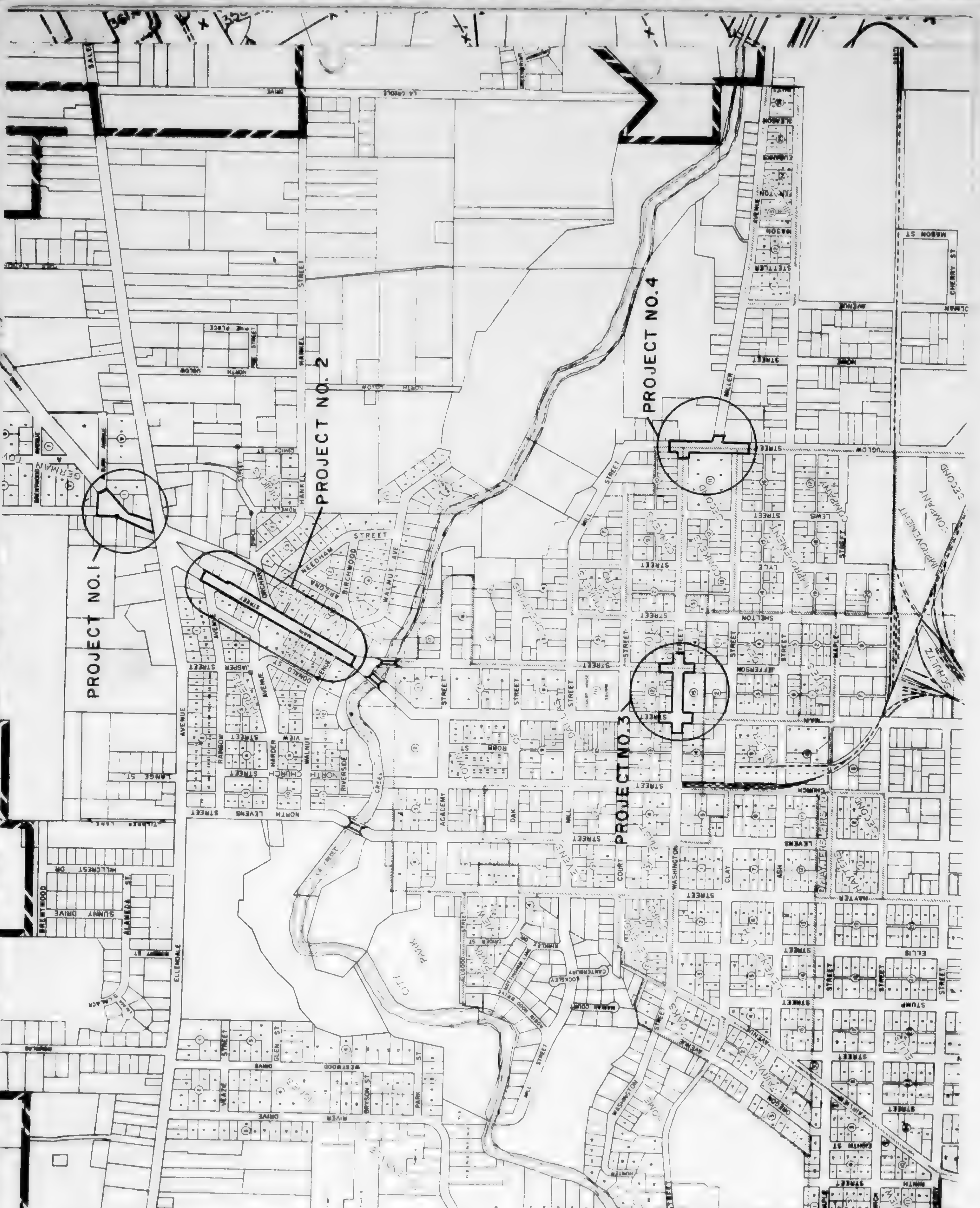
There would be no forseeable negative impact to the existing businesses as they have already established driveways and the proposed improvement would not affect them.

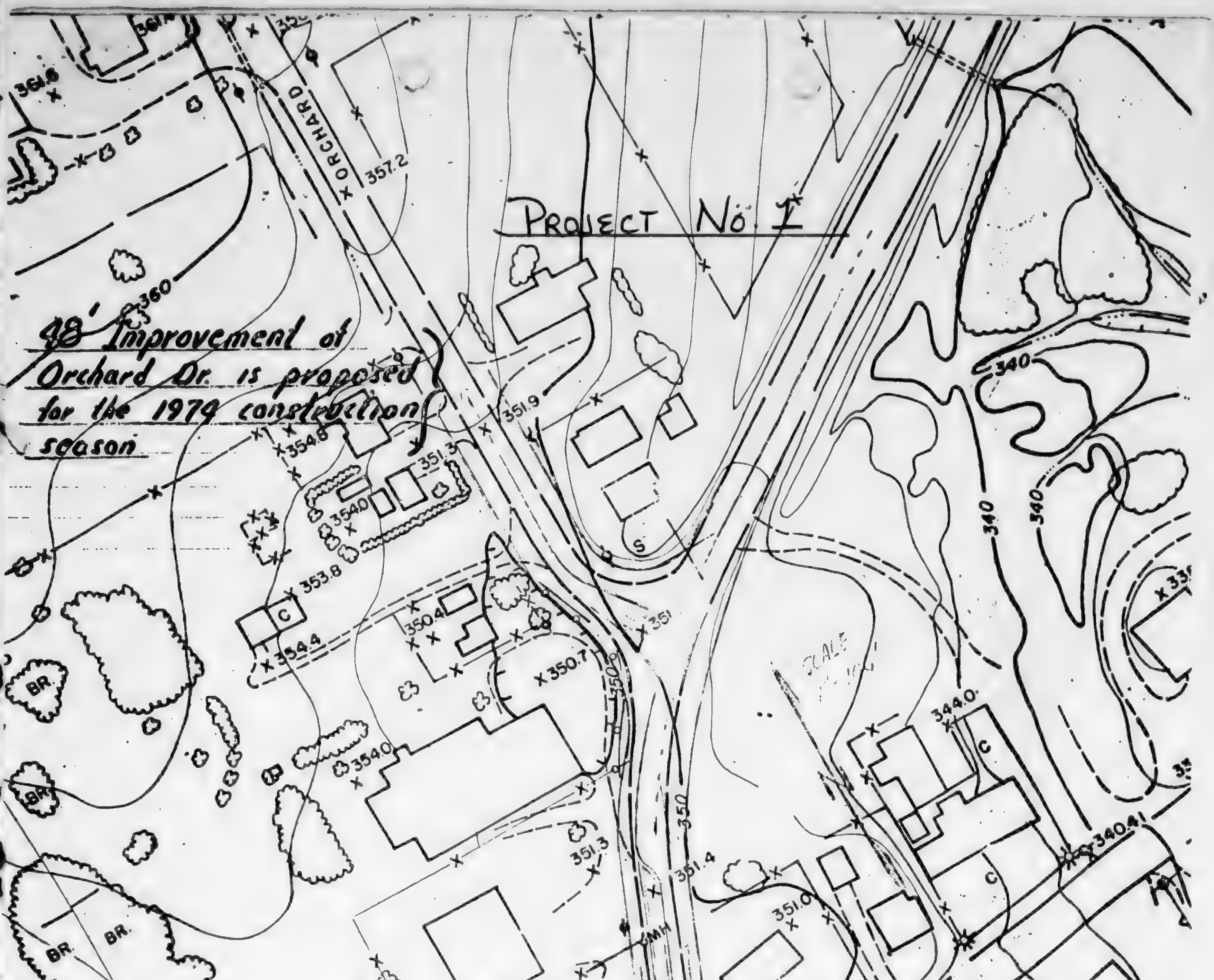
A negative impact may develop by changing the right-of-way from Miller Avenue to Uglow Avenue because the change may channel heavy traffic movement on Uglow south of Miller which travels through an Industrial area which has both a railroad crossing and a pedestrian crossing.

Another negative effect may occur from the project because it will eliminate parking on the street between Washington and Clay. This should not however be a detrimental impact because there is adequate offstreet parking in the area.

SUMMARY

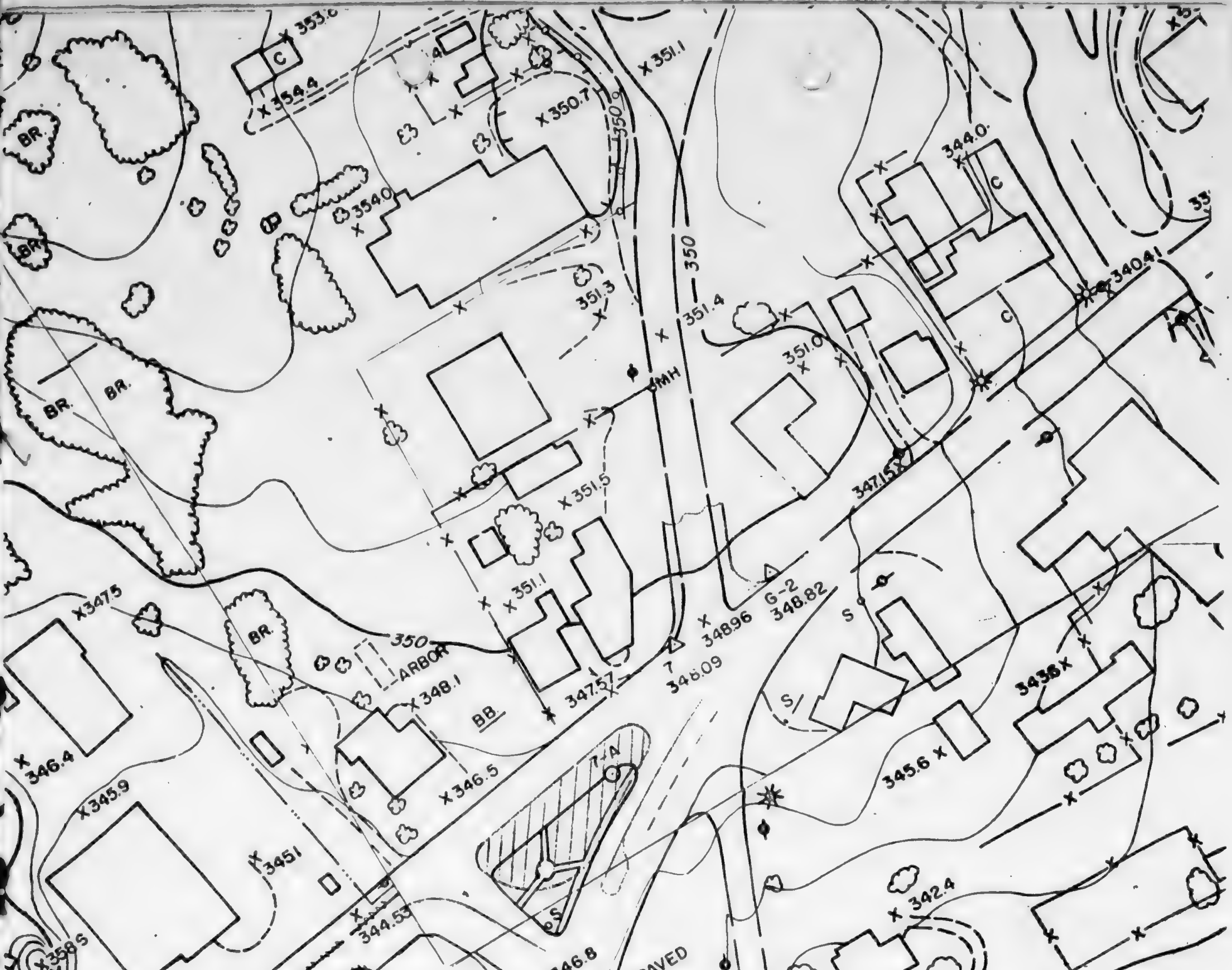
All four of the projects proposed, are intended to provide motorists traveling around or through Dallas more convenient travel by increasing operational efficiency and safety. Each project entails establishing increased lanes which can be used as left turn refuges so unnecessary waiting can be eliminated. In addition each project involves installing flashing beacons which will assist in emphasizing correct control and cautioning motorists. Thus each project involves simple modification to existing streets to provide more convenient traffic flow.


PROJECT NO. 1
PROJECT NO. 2
PROJECT NO. 3
PROJECT NO. 4
GERMANTOWN
NEEDHAM
ARIZONA
ORCHARD
BIRCHWOOD
WALNUT AVE
HANKEL
NORTH UGLOW
PINE PLACE
PINE STREET
LA CROSSE DRIVE
JASPER STREET
DONALD ST
RAINBOW
HARDER
VIEW
WALNUT
CHURCH STREET
NORTH
RIVERSIDE
LANGE ST
NORTH LEVENS STREET
HILLCREST DR
BRENTWOOD
SUNNY DRIVE
ALAMEDA ST
ELLENDALE
AVENUE
GLEN ST
WESTWOOD
VEAZIE
BRYSON ST
PARK
RIVER DRIVE
CITY PARK
CREEK
ACADEMY
OAK
MILL
ROBB ST
TOWN OF DALLAS
COURT HOUSE SQUARE
COURT
WASHINGTON
CLAY
ASH
LEVENS
MAIN
JEFFERSON
SHELTON
LYLE
LEWIS
UGLOW
MILLER
STETTLER
MASON
EUGENE
GLEASON
CHURCH
HAYTER
ELLIS
STUMP
SHULTZ
MAPLE
CHERRY ST
MASON ST
COLMAN AVENUE
SECOND COMPANY IMPROVEMENT
FIRST COMPANY IMPROVEMENT
MORROW
ORCHARD
CANTERBURY
LOCKSLEY
SHERWOOD DRIVE
ALLGOOD
CROWN COURT
WARREN COURT
CARNIVAL
NOTTINGHAM LANE
OREGON
FAIRVIEW AVENUE
EIGHTH ST
NINTH
TENTH
BIRCH
HUNTER



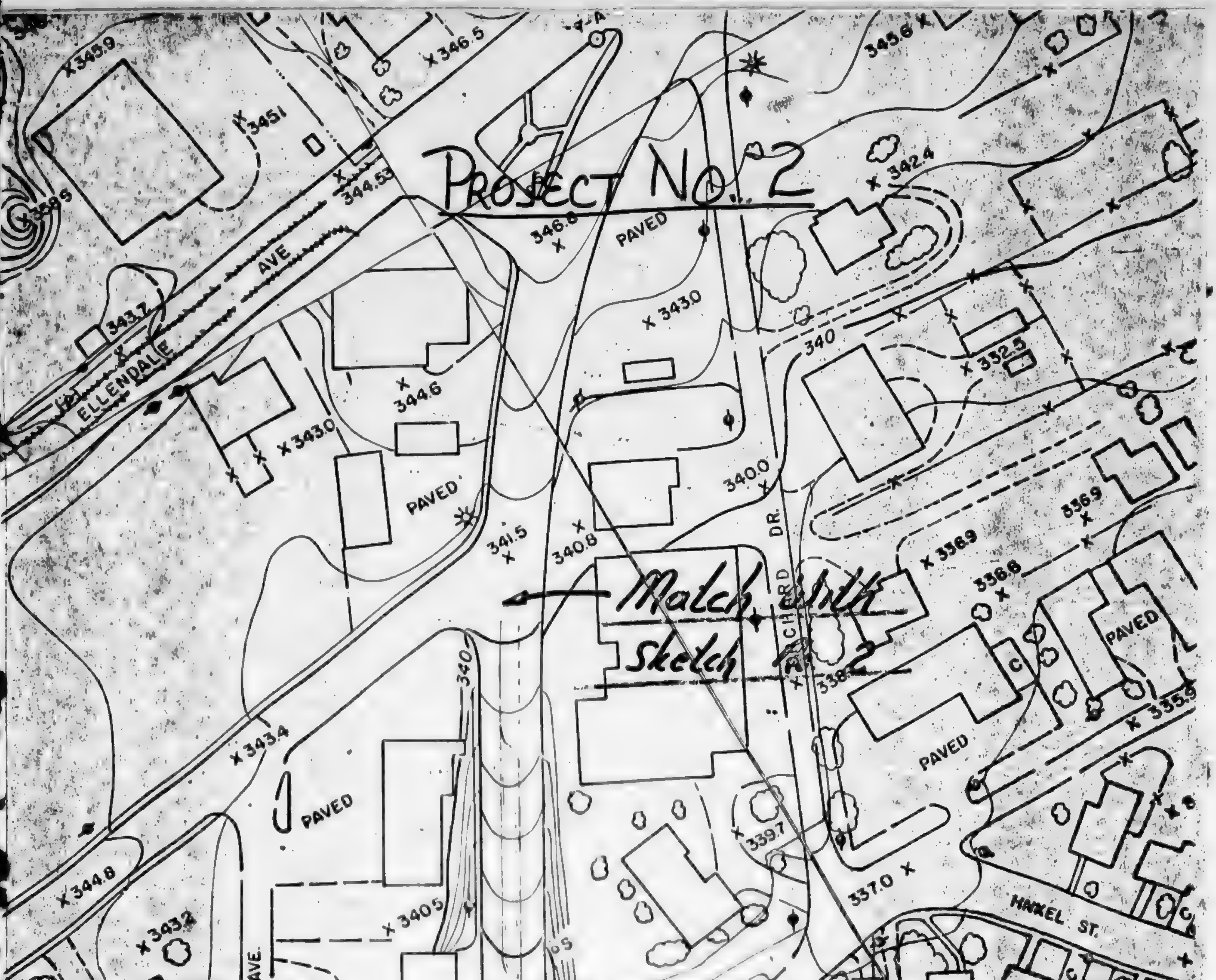
48' Improvement of Orchard Dr. is proposed for the 1979 construction season

SKETCH No 1

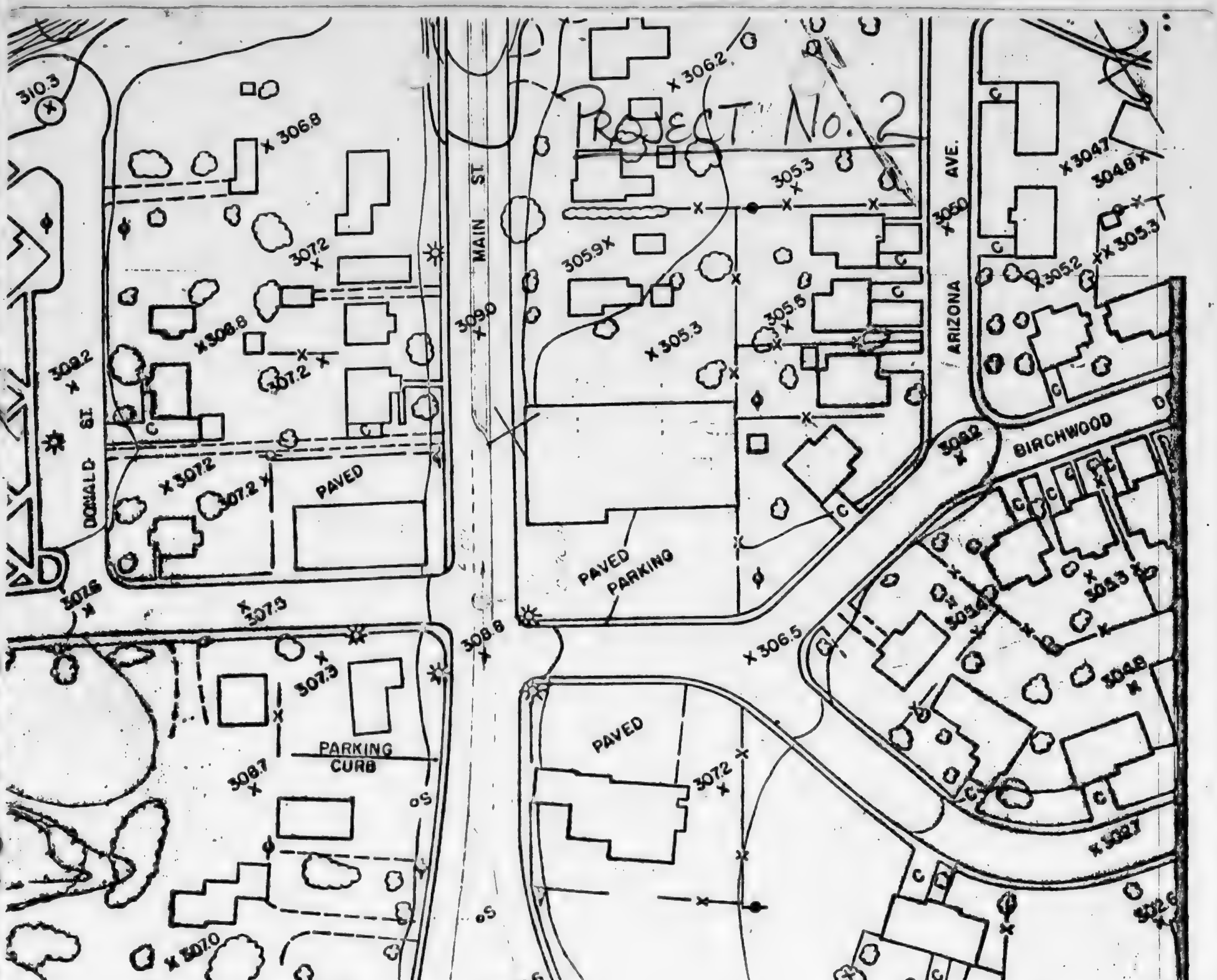


SKETCH No. 2
NOT A TOPICS PROJECT

PROJECT NO. 2



Match with Sketch # 2


PROJECT No. 2
MAIN ST.
ARIZONA AVE.
BIRCHWOOD DR
DONALD ST.
JEFFERSON ST.
PAVED
PAVED PARKING
PARKING CURB
PRIVATE PARKING
SKETCH No 3
310.3
306.8
306.2
305.3
304.7
304.8
305.3
305.2
305.0
305.9
307.2
309.0
306.8
305.6
305.3
309.2
307.2
307.2
307.2
308.2
305.4
305.3
307.6
307.5
308.8
306.5
304.8
307.3
308.7
307.2
302.7
302.6
307.0
309.6
304.3
310
311.5
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311.8
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304.6
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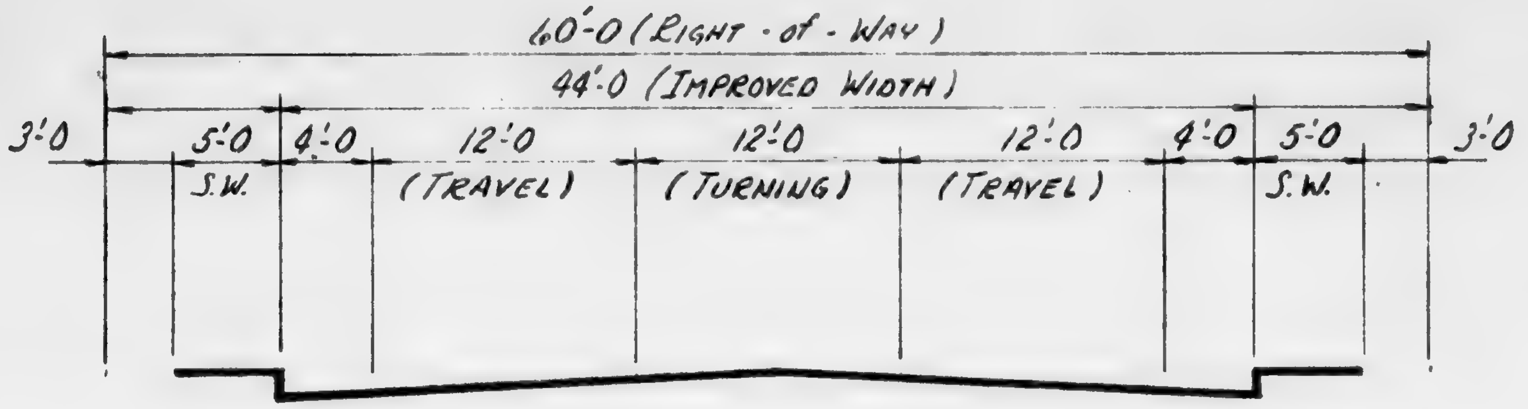
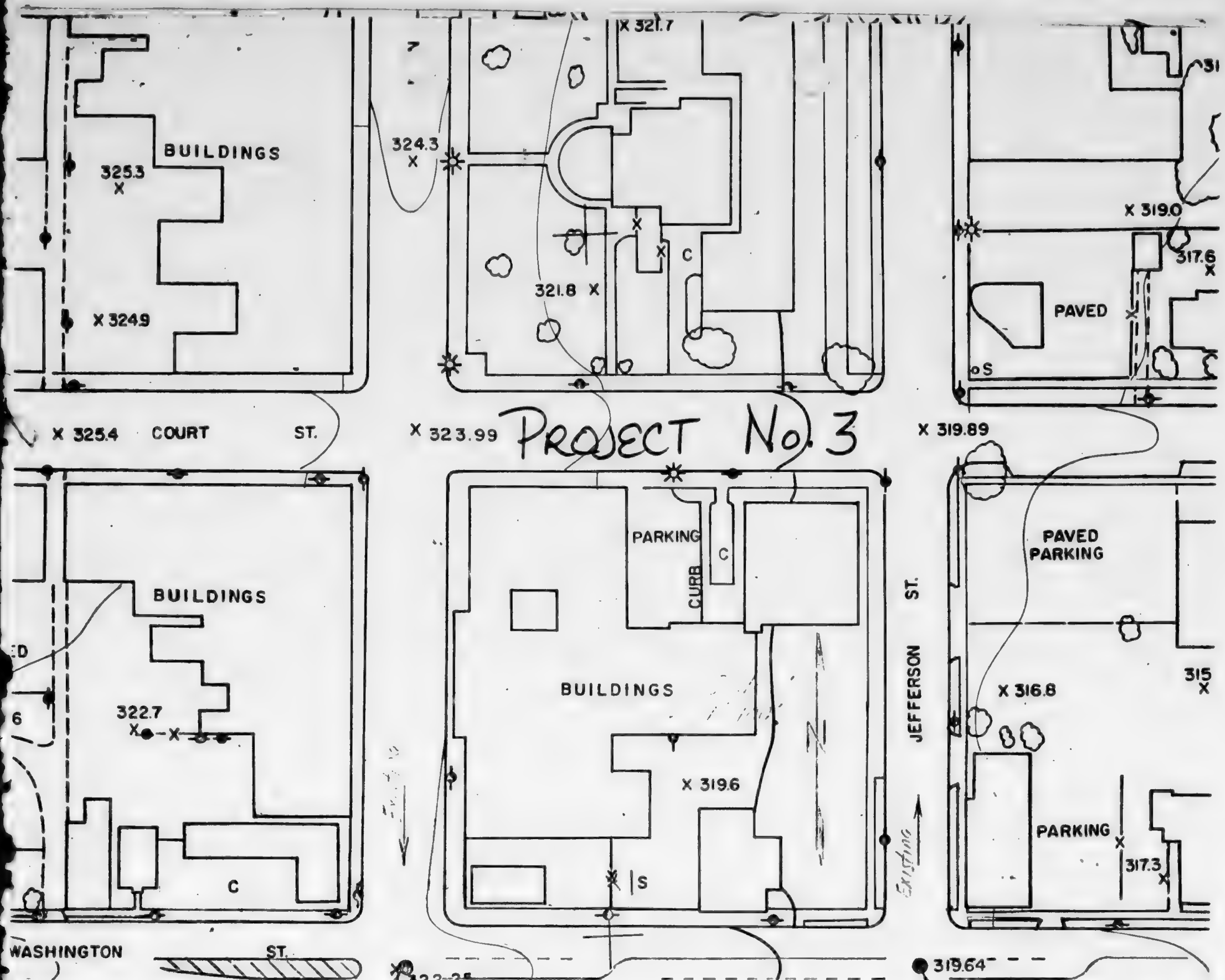
306.1
310
300
C
S



SKETCH No. 4

CROSS-SECTION of NORTH MAIN ST.

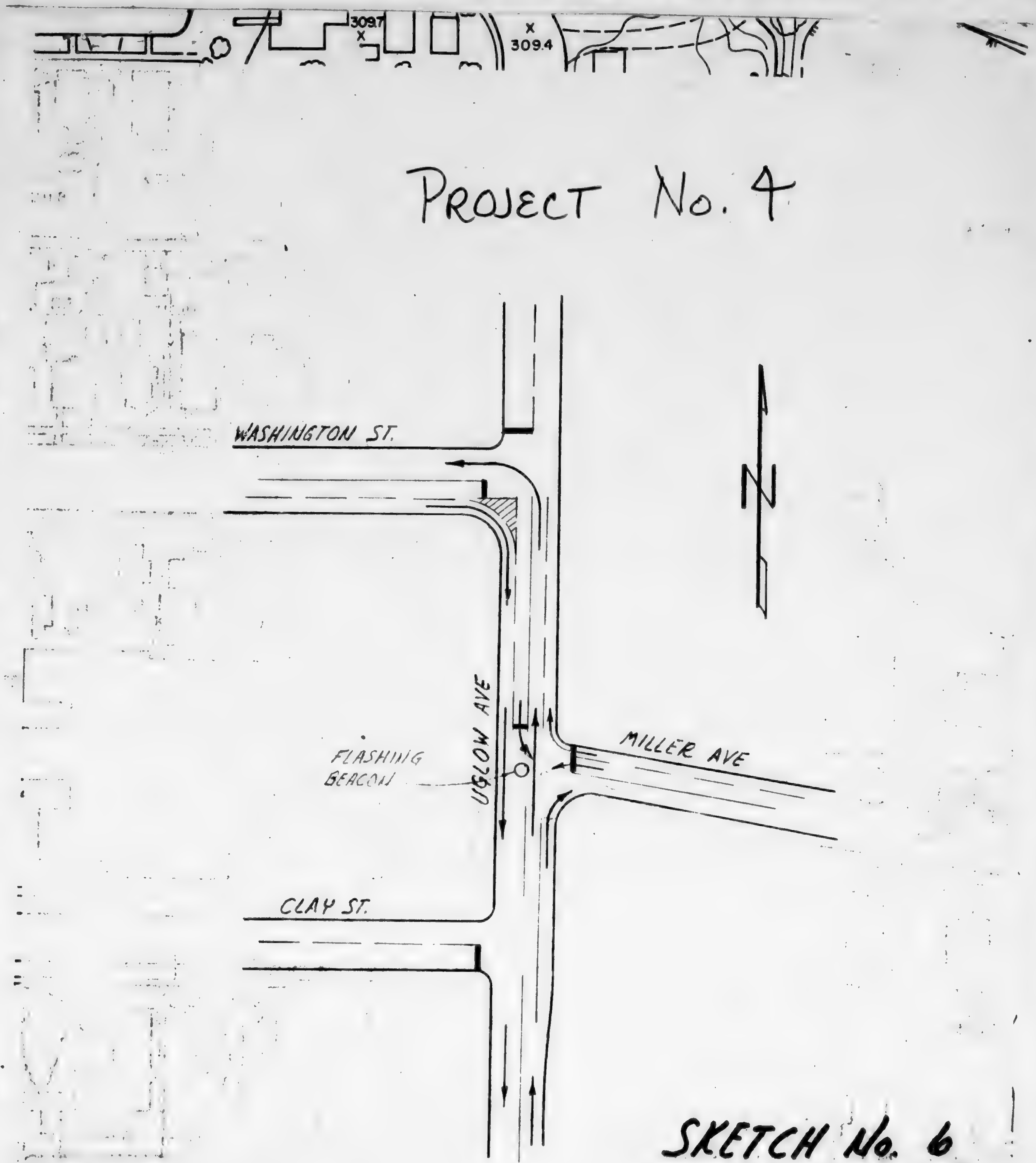
SKETCH No 4



PROJECT No. 3

SKETCH No 5

PROJECT No. 4



SKETCH No. 6

TRANSACTION NUMBER 9-41

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-18-74

BY (Signature): L. W. RULIEN'S SEPTEMBER 9, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *

ITEM NOS. ______ THRU ______

STAGE 2

ITEM NOS. 99 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
99	T-5009(3)	0.0	107,500	84,000	ORCHARD DRIVE-WASHINGTON ST. AND WASHINGTON ST.-CLAY ST. (DALLAS) SECTION POLK COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING, CHANNELIZATION AND SIGNALS.

[illegible]-18-74

[illegible] 20 '74
REFER TO
FOR

REMARKS (Division)

I CONCUR THAT THE TIMESAVING PROVISIONS OF VOL. 6, CHAP. 8, SECTION 2, SUBSECTION 1 OF THE FEDERAL HIGHWAY MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		9-18-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO. 9-41

DATE SUBMITTED TO W.O. SEP 18 1974

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

September 9, 1974

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	ADT FUTURE	YEAR	REGION	STATE NAME
2	1	S.R. 223, Orchard Dr. to Wash. St. (Dallas)	*	*	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	P.E., Channelization, Signals						[illegible]		T-	5009

CARD

CLASS OF FEDERAL FUNDS: TOPICS

NAME OF URBAN AREA: Dallas

COUNTY NAME: Polk

ROUTE NO. T S — FEDERAL-AID: 190 — STATE: 191 — U.S.: - -

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	1C ~~[illegible]~~			1 ~~[illegible]~~	**PE**	3	S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	0.0	4,500	3,500	500	500 (city)
5					**ROW**							
5	3			3	**CONST** (CODE) Y008 Y031	3	"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	0.0	103,000	80,500	11,250	11,250 (city)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.0	107,500	84,000	11,750	11,750 (city)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

RECEIVED
COUNTY & CITY SECTION
[illegible] 1974
☐ ENGR. ☑ COOR. ☐ BE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SEP 16 1974
FHWA OREGON DIVISION

* See back for present and future ADT

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-41

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

18 1974

September 9, 1974

JECT LOCATION (45 typewriter spaces) R. 223, Orchard Dr. to Wash. St. (Dallas)	ADT	PRESENT *	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 077	ITEM NO. 99

WORK (35 typewriter tion, Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR. 8 2	PL. AUTH YR	PREFIX LETTER(S) T-	NUMBER 5009	SEQ. NO. (3)	I. Projects Only POST MI. / DESIG.

TOPICS

Dallas

COUNTY NAME: Polk — CODE: 053

ROUTE NO.: T S — FEDERAL-AID: 190 — STATE: 191 — U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E	3	S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	0.0	4,500	3,500	500	500 (city)	P.E. all phases; channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
OW								
ONST (CODE) 008 031	3	"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	0.0	103,000	80,500	11,250	11,250 (city)	ROW-60' normal; Acciss control-none; Parking restrictions-complete.
		PROJECT TOTALS	0.0	107,500	84,000	11,750	11,750 (city)	

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COUNTY & CITY SECTION
[illegible] 1974
☐ ENGR. ☑ COOR. ☐ E ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

PROVAL DATES

1974

GON DIVISION

* See back for present and future ADT

-OVER-

USCOMM DUSCOMM-DC 48908-P61

ORCHARD DR.-WASH. ST. & WASH. ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. T-5009(3)

ADT:

UNIT	PRESENT	FUTURE
Orchard Dr.-Ellendale Ave.	2,650	4,500
Ellendale Ave.-Walnut St.	9,350	18,000
Washington St. (Main to Jefferson)	6,600	13,500
Uglow Ave. (Wash. to Clay)	9,150	11,000

Existing Facilities:

Kings Valley Hwy. (FAS 190):

1. Orchard Dr. to Ellendale Ave. - - - 30-foot AC surface, 2-lane facility.
2. N. Main St. (Ellendale to Walnut) - - - 44-foot curbed section, AC surface, 2-lane facility, parking both sides.
3. Washington St. (Jefferson to Main) - - - 66-foot curbed section, AC surface, 2-lane facility, parking both sides.

Uglow Ave. (FAP Type II):

1. Washington St. to Miller St. - - - 50-foot curbed section, AC surface, 2-lane facility, parking both sides.
2. Miller St. to Clay St. - - - 40-foot curbed section, AC surface, 2-lane facility, parking both sides.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Kings Valley Hwy. between Orchard Dr. and Ellendale Ave.: Channelization to provide a continuous left turn lane which work consists of grade, drain, curbs, high-type surface and pavement markings. Construct sidewalk on west side.
3. Kings Valley Hwy. (N. Main St.) between Ellendale
   and Jefferson St.: Channelization to provide a
   continuous left turn lane which work consists of
   pavement markings and elimination of parking. I
   stall flashing beacon signal at Walnut Street int
   section.
4. Kings Valley Hwy. (Washington St.) between Jeffers
   and Main St.: Channelization to provide a conti
   left turn lane which works consists of pavement m
   Install flashing beacon signals at the intersecti
   Washington Street with Jefferson Street and Main
5. Uglow Ave. between Washington St. and Clay St.: Ch
   ization to provide two auxiliary lanes for turni
   ments which work consists of grade, drain, curbs,
   type surface, pavement markings and elimination
   ing. Install flashing beacon signal at Miller Av
   intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional rig
is not required.

System Action, Railroads, Airports, Water Developments, Historica
Recreational Areas: None involved.

PPM 90-1 Requirements: An appropriate environmental statement wi
submitted.

A-95 Review: Exempt from State Clearinghouse and District 3 Clea
house review and comments under working agreements dated April 2
and October 15, 1970, respectively.

(con

ASH. ST. & WASH. ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. T-5009(3)

	PRESENT	FUTURE
dale Ave.	2,650	4,500
lnut St.	9,350	18,000
ain to	6,600	13,500
to Clay)	9,150	11,000

:

(FAS 190):

ard Dr. to Ellendale Ave. - - - 30-foot AC
rface, 2-lane facility.
ain St. (Ellendale to Walnut) - - - 44-foot
rbed section, AC surface, 2-lane facility,
rking both sides.
hington St. (Jefferson to Main) - - - 66-foot
rbed section, AC surface, 2-lane facility,
rking both sides.

ype II):

hington St. to Miller St. - - - 50-foot curbed
ection, AC surface, 2-lane facility, parking
oth sides.
ler St. to Clay St. - - - 40-foot curbed section,
surface, 2-lane facility, parking both sides.

e proposed project consists of the following:

phases of preliminary engineering.
ngs Valley Hwy. between Orchard Dr. and Ellendale
ve.: Channelization to provide a continuous left
turn lane which work consists of grade, drain, curbs,
high-type surface and pavement markings. Construct
sidewalk on west side.

3. Kings Valley Hwy. (N. Main St.) between Ellendale Ave. and Jefferson St.: Channelization to provide a continuous left turn lane which work consists of pavement markings and elimination of parking. Install flashing beacon signal at Walnut Street intersection.
4. Kings Valley Hwy. (Washington St.) between Jefferson and Main St.: Channelization to provide a continuous left turn lane which works consists of pavement markings. Install flashing beacon signals at the intersection of Washington Street with Jefferson Street and Main Street.
5. Uglow Ave. between Washington St. and Clay St.: Channelization to provide two auxiliary lanes for turning movements which work consists of grade, drain, curbs, high-type surface, pavement markings and elimination of parking. Install flashing beacon signal at Miller Avenue intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: An appropriate environmental statement will be submitted.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

(continued)

(continued)

ublic Hearings: None required under provisions of paragraph 6c of PM 20-8.

aintenance of Traffic Operations Improvements: A city-state agreement overing maintenance obligations will be prepared to comply with para- raph 9 of PPM 21-18.

ontrol of Utilities: The State does not have, at this time, the legal thority to control the use by utilities of the right-of-way of this roject. A state-city agreement is being prepared to comply with para- raph 6d(1) of PPM 30-4.1.

ta for PR-37:

a. Preliminary Engineering

Field Work	$ 3,000
PS & E Prep-	1,500
Total	$ 4,500

b. 85% of project is on FA Secondary System.
15% of project is on FAP Type II System.

e : The project is in Congressional District No. 1.

8177 R

September 9, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5009(3)

We are submitting program data for one TOPICS project, Item No. 99, Project No. T-5009(3), "Orchard Drive-Washington Street and Washington Street-Clay Street (Dallas) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2, Subsec. 2, Par. 5c of the Federal-aid Highway Program Manual based on the following:

1. The project is exempt from State Clearinghouse and District 3 Clearinghouse A-95 review and comments under agreements dated April 28, 1970 and October 15, 1970, respectively.

2. 3C Planning requirements are not applicable as the Dallas urban area population is less than 50,000; nevertheless, the project will not result in the alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

3. An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

4. The requirements of Vol. 7, Chap. 7, Section 5 of the Federal-aid Manual as to public hearings, location and design approval and notification of these are not applicable since 1, 2, and 3 preceding are utilized.

Enclosed is a copy of the City of Dallas "TOPICS Project Request", dated May 1, 1974, to aid your review of the proposed project.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with all phases of preliminary engineering necessary to prepare PS and E documents.

Enclosures

JG:js

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 1, 1974

Name of City Dallas, Oregon

Major Street Name See Attachments 1 through 4

Section Name

Location of Project (Attach sketch map) Length

On Which System? Primary I ______ Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: December 1973 ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain State Highway 223 at N. Main & Ellendale

General description of proposed project: See Attachments No.:

1. Modifications & Improvements to the Kings Valley Highway - -
2. Re-striping of N. Main St. and Washington Street - -
3. Install flashing beacons - -
4. Modify & Improve the Intersection of Uglow Ave. & Miller Ave. - -

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Main & Washington, Jefferson & Washington Main & Walnut, and Uglow & Miller. See Attachment No. 3

2. Type: a. Traffic Control ______
    1. Pretimed ______
    2. Traffic-actuated
        (a.) Full traffic-actuated ______
        (b.) Semi-traffic-actuated ______
        (c.) Volume density-actuated ______
        (d.) Pedestrian actuated ______

    b. Flashing Beacon x

Footnotes:

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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other _______

3. Number of Phases:
a. Two _______
b. Three _______
c. Multiple _______

4. Is interconnection for coordination necessary? No Remarks: _______

If so, by cable or leased telephone line? _______

5. Type of Suspension:
a. Mast Arm x
b. Span Wire _______
c. Signal Bridge _______

6. Paint Color Desired: Green

7. Present Signalization: None

8. Other [illegible] Purpose is to provide a more visible control system at busy intersections and at a major school crosswalk.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

NOT APPLICABLE

1. Proposed Location: _______

2. Type:
a. Mercury Vapor _______
b. Fluorescent _______
c. High-pressure Sodium _______
d. Incandescent _______

3. Luminaire Distribution Type and Classification:
a. I _______
b. II _______
c. III _______
d. IV _______
e. V _______

Footnotes:

4. **Luminaire Wattage:**
  a. 175 ________
  b. 250 ________
  c. 400 ________
  d. 700 ________
  e. 1000 ________

5. **Luminaire Spacing:** ____________________

6. **Maintained Intensity:** ____________________

7. **Uniformity Ratio:** ____________________

8. **Proposed Mounting Height:**
  a. 30 ft. ________
  b. 40 ft. ________
  c. 45 ft. ________
  d. 50 ft. ________

9. Pole Type:
  a. Wood ________
  b. Steel ________
  c. Aluminum ________

10. Operating Voltage:
  a. 120 ________
  b. 240 ________
  c. 480 ________
  d. Series ________

11. Type of Wiring:
  a. Overhead ________
  b. Underground ________

12. Present Illumination: ____________________
____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: See Attachments No. 1 through 4

2. Desired Work: See Attachments No. 1 through 4

3. Typical Cross Section: See Attachments No. 1 through 4

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs Varies ft.
   d. Desired curb radius Varies ft.

5. Surfacing: A.C. x P.C.C. ______ Oil ______ Other ______

6. [illegible] Cross [illegible] and Surfacing: Varies - Refer to Attachments No. 1 through 4

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length 5'-0 ft.
   b. Width P.C.C. ft.
   c. Type ______
   d. Location: Refer to Attachment No. 1

Footnotes:

T-1-69
(rev. 12-70)

IV. STRUCTURE DATA: **NOT APPLICABLE**

1. Location: ____________________

2. Desired Work: ____________________

3. Name of Structure: ____________________

4. Name of Stream, Street or Facility being Spanned: ____________________

5. Desired Roadway Width of Structure: __________ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ______

7. Is a particular type of structure and design desired? ______
   Explain: ____________________

8. Can street be closed during construction? ____________________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type ______
       Width ______ ft.
    d. Shoulders: Type ______
       Width ______ ft.

11. Existing Structure:
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ______________________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ______________________________
    c. Storm Sewer: ______ Size: __________
       Owner: ______________________________
    d. Gas Mains: ______ Size: __________
       Owner: ______________________________
    e. Power Lines: ______
       Owner: ______________________________
    f. Telephone Lines: ______
       Owner: ______________________________
    g. Other Utilities: ______________________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________________
    ____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ______________________________
    ____

17. Describe Existing Structure: ______________________________
    ____
    ____
    ____

Footnotes:

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ________ Minimum ________

2. Is any additional right-of-way needed? Yes ________ No 60'
(If answer is Yes, a hearing must be offered.)

3. Will City acquire right-of-way and have State review negotiations?
Yes ________ No ________ No

4. Should State negotiate & acquire right-of-way in behalf of City?
Yes ________ No ________
N.A.

5. Should State prepare options? Yes ________ No ________

6. Is a public hearing necessary? ________________________________
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

7. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

8. Will this project affect any park or recreation facility? No
Explain: ________________________________

9. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ________________

10. Are utilities on existing right-of-way by? Permit N.A. or
Franchise ________ (Attach list of utilities, owner, type and location within project limits.)

11. Are there any irrigation facilities? No Name of Owner ________________, and dates between which water can be turned off:
From ________________ To ________________ Location: ________________

12. Are there any railroad crossings? No Location: ________________

Footnotes:

a. Name of Railroad ____________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) ________ Distance _____ ft.

(2.) (Direction) ________ Distance _____ ft.

d. Number of Trains: (1) Passenger ________ Speed ________ mph

(2) Freight ________ Speed ________ mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade ____________

(2.) Overcrossing ____________

(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________

(2.) Automatic flasher ________

(3.) Automatic bell ________

(4.) Gates ________

(5.) Stop signs ________

(6.) Crossbucks ________

(7.) Other ________

h. Proposed Type Crossing and Protection: ____________

i. Are there to be stopping lanes for buses and trucks? No

j. Will crossing be altered to the extent that will require a P.U.C. hearing? No

(1.) Does City wish State to prepare P.U.C. hearing data? ______

(2.) Will P.U.C. application be made by? State ______ City ______

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

13. Other Remarks: ____________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ --
(Federal + State + City)
2. Estimated Cost of Requested Project $ 107,500
3. Date Match Money is Available: Now
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ --

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: An Areawide TOPICS Plan entitled "An Areawide Plan for the Dallas, Oregon Urban Area 1973, as prepared by Harstad Associates, Inc. was formally adopted by the City on December 3, 1973.

2. Existing Conditions Necessitating This Proposed TOPICS Project: Refer to Attachments No. 1 through 4

3. This Project Would Accomplish the Following: Refer to Attachments No. 1 through 4

This application is not complete unless a sketch map showing the location of the project is attached.

The Dallas City Council on the 1st day of April, 19 74, adopted Resolution No. 1915 or Ordinance No. -, as the case may be, requesting this TOPICS project.

By

Mayor

By

City Manager

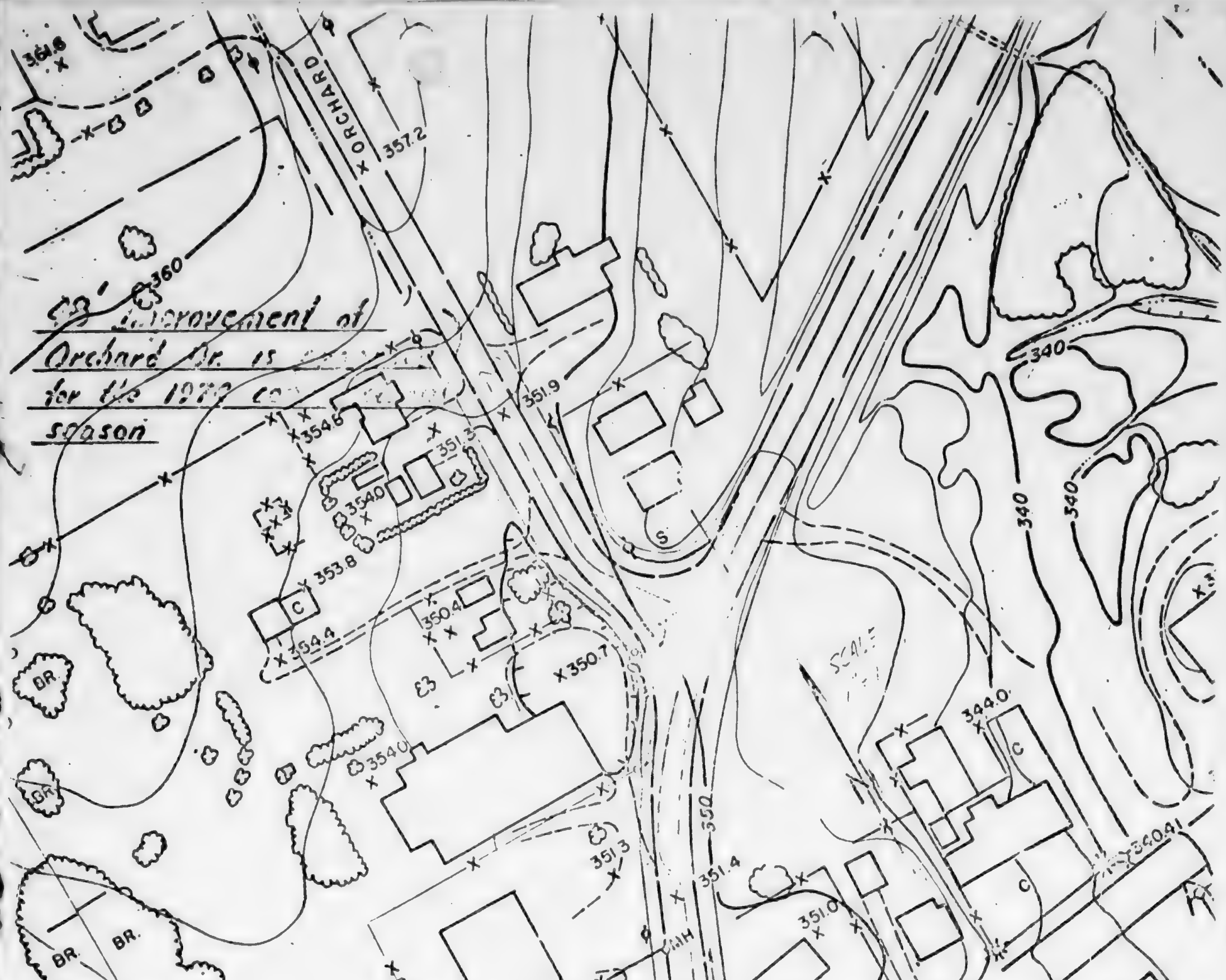
Attachment No. 1

Project No. 1A (Modification and Improvements to the Kings Valley Highway (No. 191) Involving Ellendale Avenue.)

Description: (Refer to Sketch No. 1) - Widen the Kings Valley Highway between Ellendale Avenue and Orchard Drive to provide three (3) lanes of travel with sidewalk on west side only. The purpose is to more efficiently serve Orchard Drive which is to be improved to a 48 foot width during the coming construction season.

Cost: Total estimated cost of Project No. 1A is: $80,000

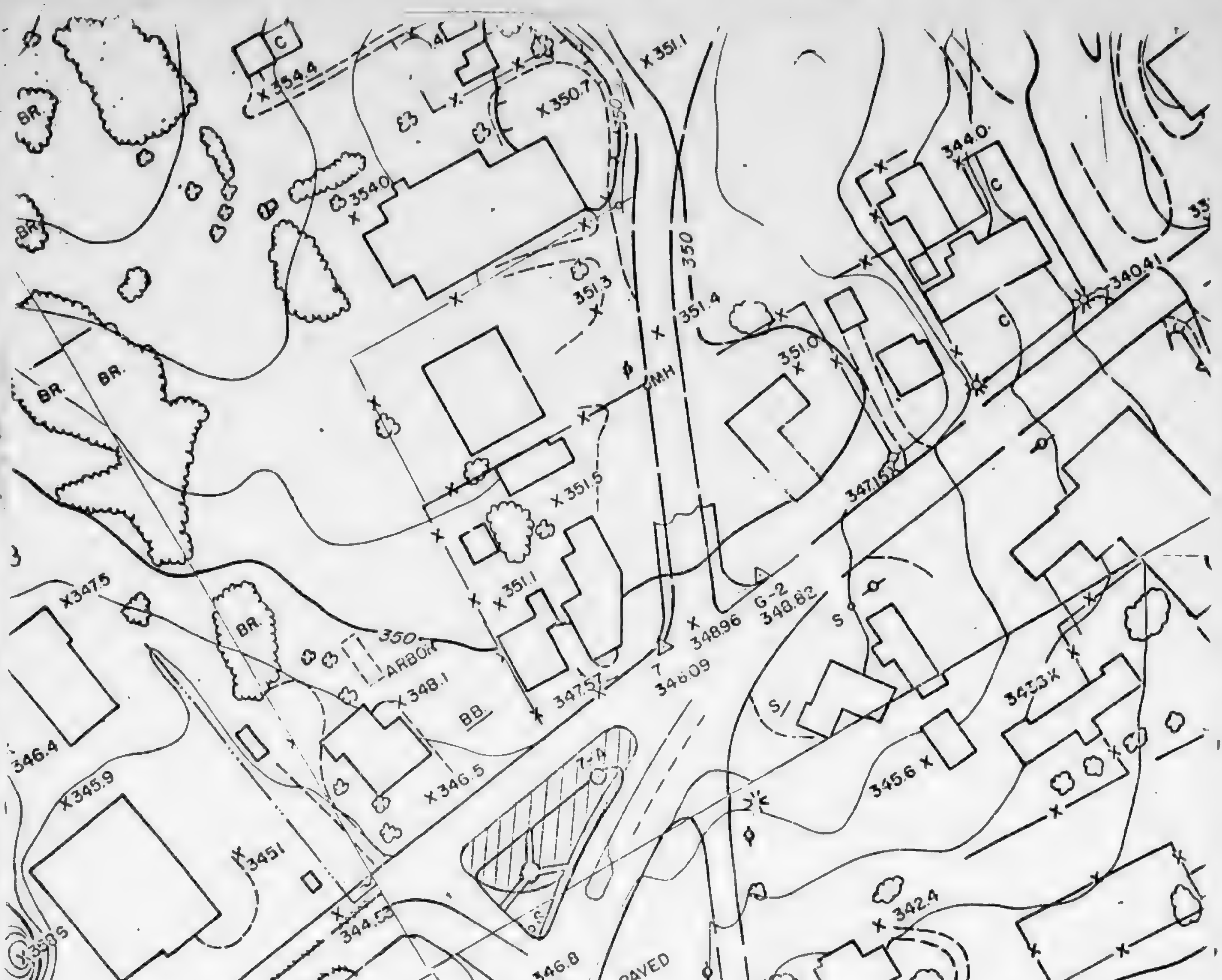
Note: The intersection of Ellendale Avenue and N. Main Street (Refer to Sketch No. 2) is to be re-built and financed with funds from the pending Highway Division 150 Million Dollar Bond Issue approved for projects in the Mid-Willamette Valley. Said projects have been approved in order of priority by the Mid-Willamette Valley Council of Governments.



C3' Improvement of
Orchard Dr. is [illegible]
for the 19[illegible] co[illegible]
season

Match With
Sketch No. 2

SKETCH 1



SKETCH No. 2
Not A TOPICS PROJECT

Attachment No. 2

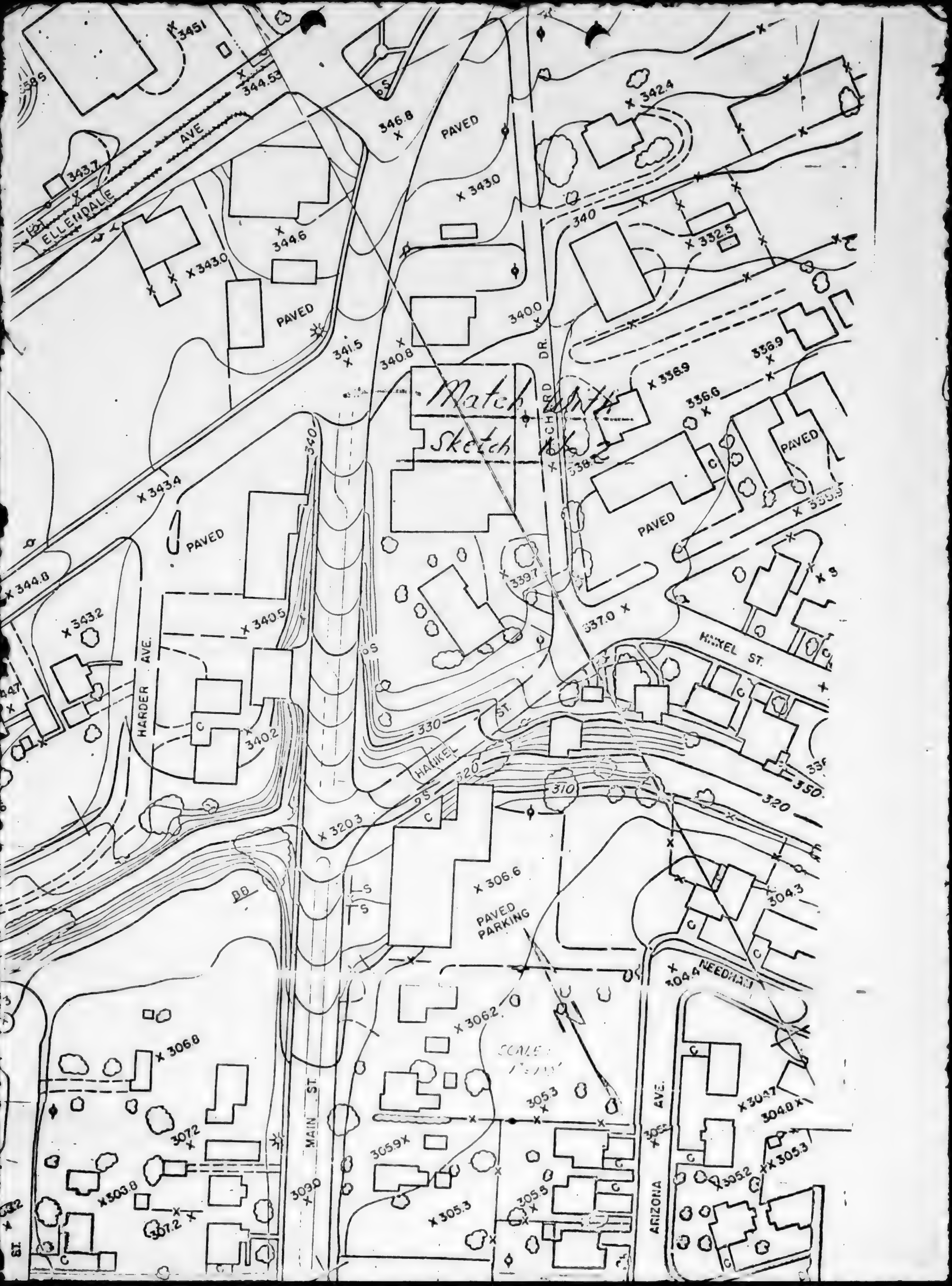
Project No. 1B (Re-striping of North Main Street from Jefferson Street to Ellendale Avenue and Washington Street, from Main Street to Jefferson Street, with respect to Designated Lanes of Travel Thereon)

Description:

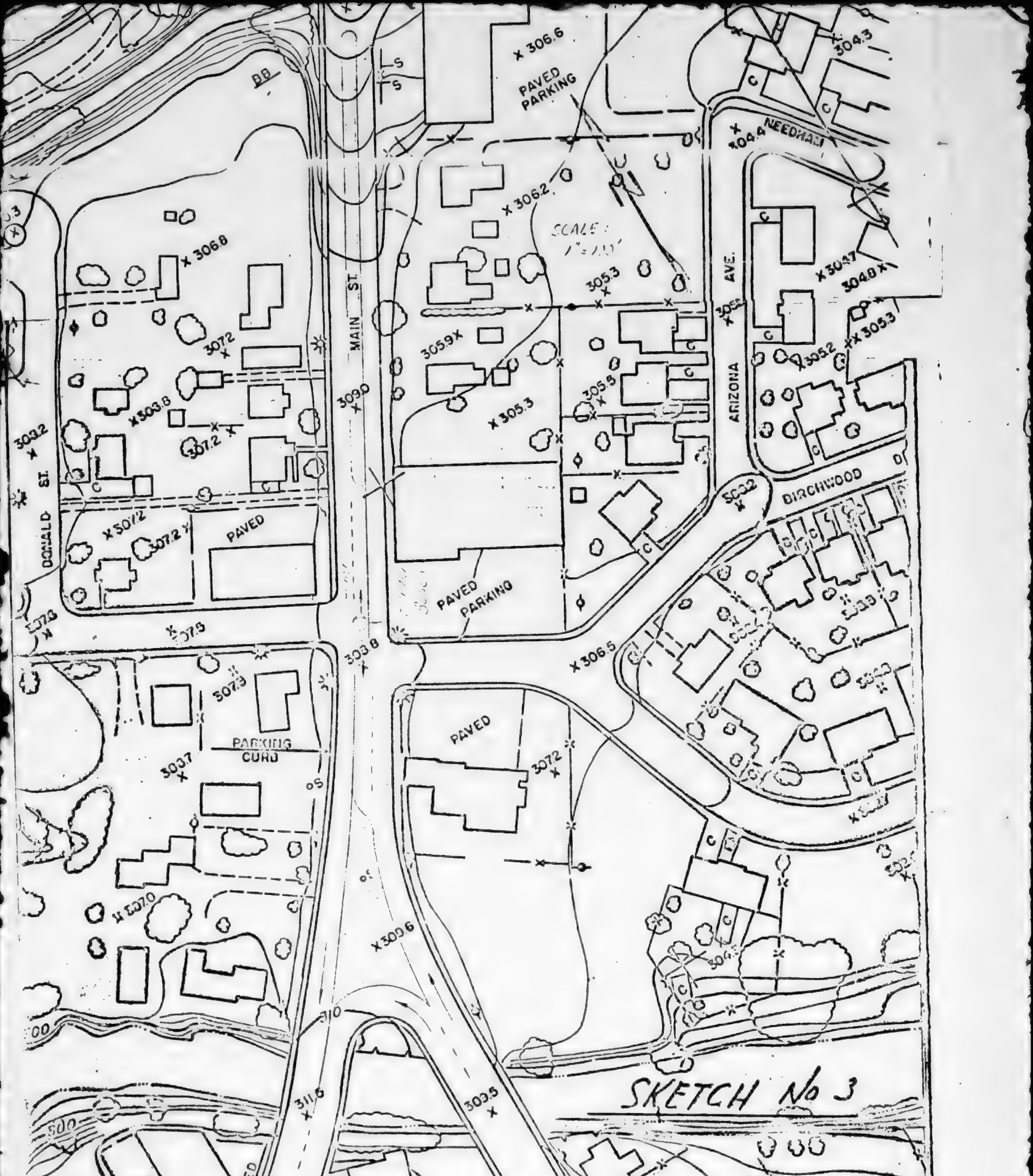
Project 1B$_1$, (Refer to Sketches 3 & 4) - Re-stripe North Main Street from Jefferson Street to Ellendale Avenue to eliminate the existing two (2) lanes of travel with parking each side and implement three (3) lanes of travel with no parking either side.

Project 1B$_2$, (Refer to Sketch 5) - Re-stripe Washington Street in the vicinity of Main Street and Jefferson Street from the existing two (2) lanes of travel to a three (3) or four (4) lane system to facilitate the turning movements at the intersections.

Cost: Total estimated cost of Project No. 1B is: $5,500

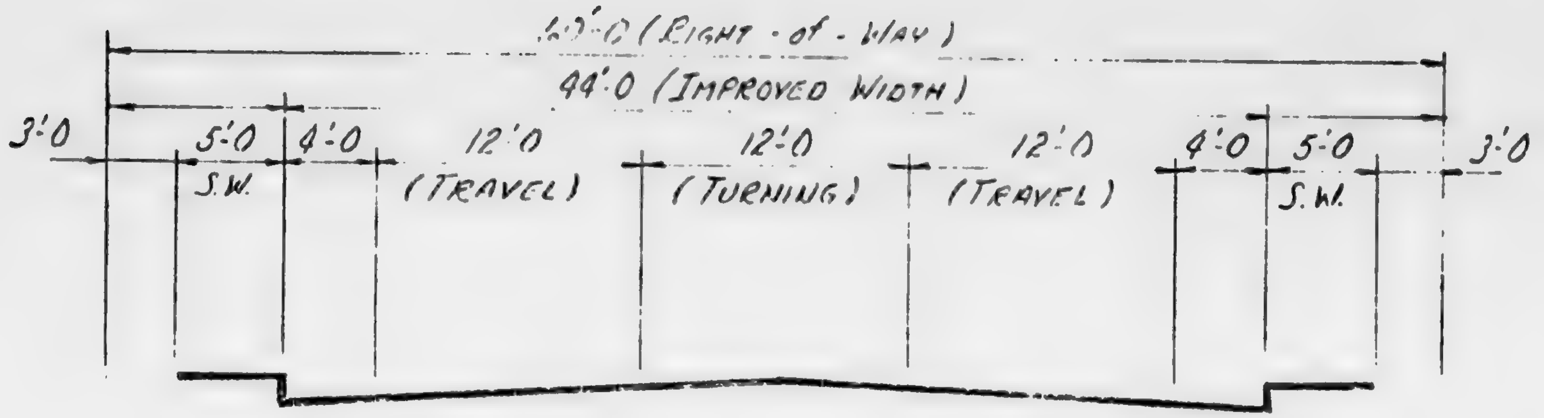


Match with Sketch 1A



SKETCH No 3

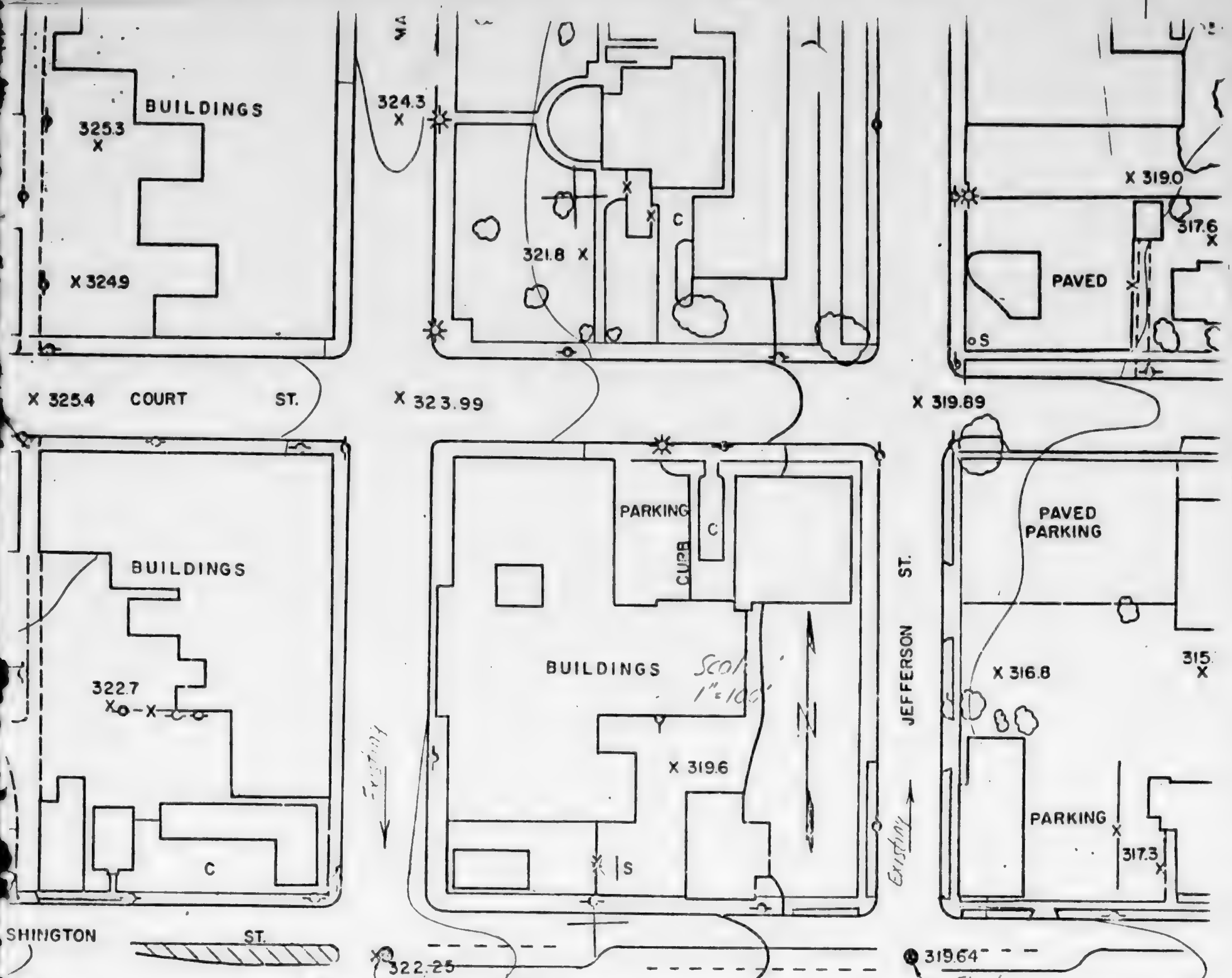
X 306.6
PAVED PARKING
304.3
NEEDHAM
X 304.4
MAIN ST.
X 306.2
SCALE: 1" = 100'
X 306.8
305.3
X 304.7
304.8 X
ARIZONA AVE.
305.2
3072
3059 X
305.2
X 305.3
303.8
309.0
305.5
X 305.3
303.2
DONALD ST.
307.2
X 307.2
X 307.2
307.2
PAVED
BIRCHWOOD
306.2
PAVED PARKING
307.8
307.9
303.8
X 306.5
307.3
PARKING CURB
303.7
PAVED
3072
X 307.0
X 309.6
310
311.6
309.5
300
PAVED
PUBLIC PARKING
311.8
309.6 X
303.0
X 303.5
304.0
JEFFERSON ST.
304.0
303.0
C
D
S



SKETCH No. 4

Cross-Section of North Main St.

SKETCH No 4


BUILDINGS
325.3
X 324.9
324.3
321.8
C
X 319.0
317.6
PAVED
S
X 325.4 COURT ST.
X 323.99
X 319.89
PARKING
C
CURB
PAVED PARKING
BUILDINGS
322.7
BUILDINGS
Scale 1"=100'
JEFFERSON ST.
X 316.8
315.
X 319.6
Existing
Existing
PARKING
317.3
C
S
SHINGTON ST.
322.25
Flashing Beacon
319.64
Flashing Beacon
S
S
322.1
P.
P.
P.
319.5
319.5
C
323.5
C
322.2
322.2
P.
320
319.0
317.
320.0
321.2
319.0
X 322.2
X 319.5

SKETCH No 5

Attachment No. 3

Project No. 1C (Install Flashing Beacon Lights at the Intersections of Main and Washington Streets, Jefferson and Washington Streets and Main and Walnut Streets)

Description: (Refer to Sketches No. 3 & 5) - Provide flashing warning and stop beacons at the above described intersections to reduce the hazardous night-time and school-hour conditions which now exist.

Cost: Total estimated cost of Project No. 1C is: $7,500

Attachment No. 4

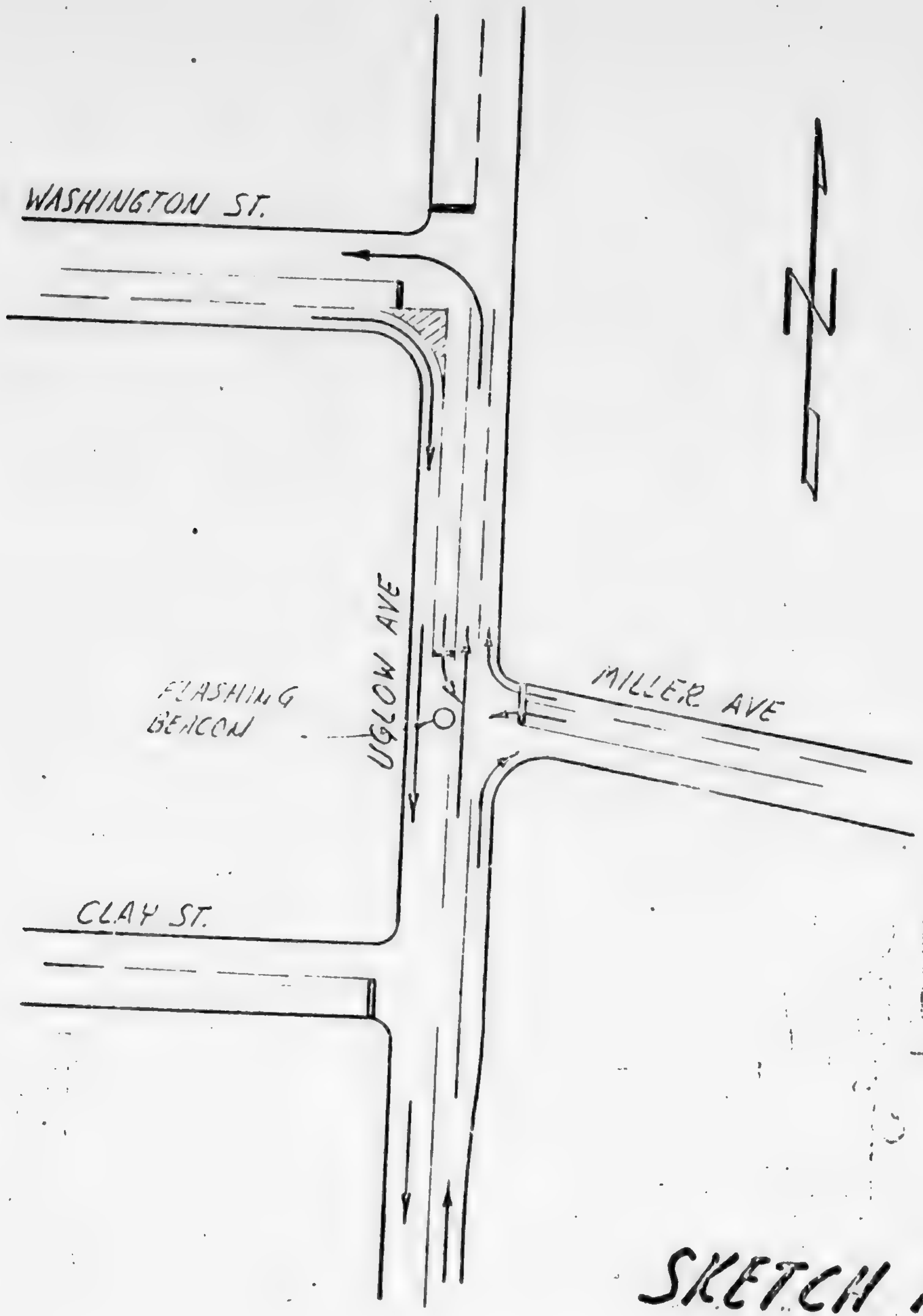
Project No. 1D (Modity and Improve the Intersection of Uglow Avenue and Miller Avenue, and Uglow Avenue and Washington Street - including the installation of a flashing beacon)

Description: (Refer to Sketch C)
Existing right-of-way travel is east-west on Washington Street, north-south on a short section of Uglow Avenue, and east-west on Miller Avenue.

Proposed right-of-way travel is east-west on Washington Street, and north-south on Uglow Avenue with turn lanes and stop signs for Miller Avenue.

Physical modifications would be as shown on Sketch No. 6.

Cost: Total estimated cost of Project No. 1D is: $14,500


WASHINGTON ST.
N
UGLOW AVE
FLASHING BEACON
MILLER AVE
CLAY ST.

SKETCH No. 6

RESOLUTION NO. 1915

A Resolution authorizing the Mayor and City Manager to execute and deliver to the State Highway Commission of the State of Oregon on behalf of the City of Dallas a TOPICS Project Request and repealing Resolution No. 1805.

WHEREAS, by Resolution No. 1805 of the City of Dallas, adopted August 21, 1972, and approved on the same date, the City Council of the City of Dallas approved a TOPICS Project Request which proposed to effect changes in the traffic pattern and parking arrangement on Main Street, between Oak and Washington Streets, and the improvement of off-street parking lots, all as set forth in a written document dated August 21, 1972, which was attached to and by reference made a part of said Resolution; and

WHEREAS, the City Council has determined that it should withdraw such request and substitute therefor a request now deemed to be more pertinent and timely with respect to the future development of the City of Dallas; and

WHEREAS, the substitute request which proposes (1) to accomplish modifications and improvements to the Kings Valley Highway No. 191 involving Ellendale Avenue; (2) to obtain the restriping of North Main Street and Washington Street with respect to designated lanes of travel thereon; (3) to obtain the installation of flashing beacon lights at the intersections of Main and Washington Streets, Jefferson and Washington Streets and Main and Walnut Streets; and (4) to obtain modifications and improvements at the intersections of Uglow Avenue and Miller Avenue and Uglow Avenue and Washington Street, all as set forth in a written form of request containing all of the pertinent information and data required in connection with a consideration of said request, a copy of which is dated May 1, 1974, attached hereto and by reference made a part hereof; and

WHEREAS, the City Council deems it expedient that said substitute TOPICS Project Request be executed by the Mayor and the City Manager and that it be delivered to the State Highway Commission of the State of Oregon on behalf of the City of Dallas, with a request that the requests submitted under the authority of Resolution No. 1805 be considered withdrawn: NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The City Council of the City of Dallas does hereby withdraw the TOPICS Project Request dated August 21, 1972, and submitted to the State Highway Commission of the State of Oregon pursuant to Resolution No. 1805 of the City of Dallas adopted August 21, 1972, and approved August 21, 1972.

Section 2. Resolution No. 1805 of the City of Dallas adopted August 21, 1972, and approved August 21, 1972, be and it is hereby repealed.

Section 3. The City Council of the City of Dallas does hereby approve as a substitute for the request referred to in Section 1 above the TOPICS Project Request attached hereto and by reference made a part hereof which proposes (1) to accomplish modifications and improvements to the Kings Valley Highway No. 191 involving Ellendale Avenue; (2) to obtain the restriping of North Main Street and Washington Street with respect to designated lanes of travel thereon; (3) to obtain the installation of flashing beacon lights at the intersections of Main and Washington Streets, Jefferson and Washington Streets and Main and Walnut Streets; and (4) to obtain modifications and improvements at the intersections of Uglow Avenue and Miller Avenue and Uglow Avenue and Washington Street.

Section 4. The Mayor is hereby authorized to execute said TOPICS Project Request on behalf of the City of Dallas and the City Manager is hereby authorized to attest such request and to deliver said request and as many counterparts thereof as may be required to the State Highway Commission of Oregon for its consideration.

Adopted April 1, 1974.

Approved April 1, 1974.

Mayor

ATTEST:

City Manager.

Budget Bureau No. 41-R2067; Approval Exp

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 9, 1974

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 S.R. 223, Orchard Dr. to Wash. St. (Dallas)	ADT	PRESENT *	FUTURE (66) (70) *	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon	STATE CODE (2) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Channelization, Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 T-	NUMBER 7 5009	SEQ. NO. (3)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Polk			CODE (14) (16) 053	PR
	NAME OF URBAN AREA 17-31 Dallas	ROUTE NO. T S	FEDERAL-AID 190 (32)	STATE 191 (36)	U.S. (37) (41) - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	0.0	4,500	3,500	500	500 (city)	P.E. a channel sistin curb, H striping flashin nals.
5					ROW								
5					CONST (CODE) Y008 Y031		"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	0.0	103,000	80,500	11,250	11,250 (city)	ROW-60 Accis Parkin complet

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	107,500	84,000	11,750	11,750 (city)
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

* See back for present and future ADT

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.

.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

September 9, 1974

R	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	S.R. 223, Orchard Dr. to Wash. St. (Dallas)		*	*	94	10	Oregon	41	077	99

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
nnelization, Signals								T-	5009	(3)		

PROJECT NUMBER · I. Projects Only

RAL FUNDS: TOPICS

COUNTY NAME: Polk · CODE 053

AREA: Dallas

ROUTE NO.: T S · FEDERAL-AID 190 · STATE 191 · U.S. - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		S.R. 223, Orchard Dr. to Washington St. (Dallas) & Uglow Ave. from Wash. St. to Clay St.	0.0	4,500	3,500	500	500 (city)	P.E. all phases; channelization consisting of gr., dr., curb, H.T. pave & striping. Install flashing beacon signals.
	ROW								
	CONST (CODE) Y008 Y031		"Orchard Dr.-Wash. St. & Wash. St.-Clay St. (Dallas) Sec."	0.0	103,000	80,500	11,250	11,250 (city)	ROW-60' normal; Acciss control-none; Parking restrictions-complete.
PARED BY			PROJECT TOTALS	0.0	107,500	84,000	11,750	11,750 (city)	

OGRAM APPROVAL DATES

REMARKS

* See back for present and future ADT

-OVER-

ORCHARD DR.-WASH. ST. & WASH. ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. T-5009(3)

ADT:

UNIT	PRESENT	FUTURE
Orchard Dr.-Ellendale Ave.	2,650	4,500
Ellendale Ave.-Walnut St.	9,350	18,000
Washington St. (Main to Jefferson)	6,600	13,500
Uglow Ave. (Wash. to Clay)	9,150	11,000

Existing Facilities:

Kings Valley Hwy. (FAS 190):

1. Orchard Dr. to Ellendale Ave. - - - 30-foot AC surface, 2-lane facility.
2. N. Main St. (Ellendale to Walnut) - - - 44-foot curbed section, AC surface, 2-lane facility, parking both sides.
3. Washington St. (Jefferson to Main) - - - 66-foot curbed section, AC surface, 2-lane facility, parking both sides.

Uglow Ave. (FAP Type II):

1. Washington St. to Miller St. - - - 50-foot curbed section, AC surface, 2-lane facility, parking both sides.
2. Miller St. to Clay St. - - - 40-foot curbed section, AC surface, 2-lane facility, parking both sides.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Kings Valley Hwy. between Orchard Dr. and Ellendale Ave.: Channelization to provide a continuous left turn lane which work consists of grade, drain, curbs, high-type surface and pavement markings. Construct sidewalk on west side.
3. Kings Valley Hwy. (N. Main St.) between Ellendale Ave. and Jefferson St.: Channelization to provide a continuous left turn lane which work consists of pavement markings and elimination of parking. Install flashing beacon signal at Walnut Street intersection.
4. Kings Valley Hwy. (Washington St.) between Jefferson and Main St.: Channelization to provide a continuo
left turn lane which works consists of pavement mark
Install flashing beacon signals at the intersection
Washington Street with Jefferson Street and Main Stre
5. Uglow Ave. between Washington St. and Clay St.: Chann
ization to provide two auxiliary lanes for turning m
ments which work consists of grade, drain, curbs, hig
type surface, pavement markings and elimination of pa
ing. Install flashing beacon signal at Miller Aven
intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of
is not required.

System Action, Railroads, Airports, Water Developments, Historical an
Recreational Areas: None involved.

PPM 90-1 Requirements: An appropriate environmental statement will
submitted.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearin
house review and comments under working agreements dated April 28, 1
and October 15, 1970, respectively.

(continu

DR.-WASH. ST. & WASH. ST.-CLAY ST. (DALLAS) SEC.

PROJECT NO. T-5009(3)

UNIT	PRESENT	FUTURE
Ellendale Ave.	2,650	4,500
e.-Walnut St.	9,350	18,000
t. (Main to	6,600	13,500
Wash. to Clay)	9,150	11,000

ities:

Hwy. (FAS 190):

Orchard Dr. to Ellendale Ave. - - - 30-foot AC surface, 2-lane facility.
N. Main St. (Ellendale to Walnut) - - - 44-foot curbed section, AC surface, 2-lane facility, parking both sides.
Washington St. (Jefferson to Main) - - - 66-foot curbed section, AC surface, 2-lane facility, parking both sides.

FAP Type II):

Washington St. to Miller St. - - - 50-foot curbed section, AC surface, 2-lane facility, parking both sides.
Miller St. to Clay St. - - - 40-foot curbed section, AC surface, 2-lane facility, parking both sides.

The proposed project consists of the following:

All phases of preliminary engineering.
Kings Valley Hwy. between Orchard Dr. and Ellendale Ave.: Channelization to provide a continuous left turn lane which work consists of grade, drain, curbs, high-type surface and pavement markings. Construct sidewalk on west side.

3. Kings Valley Hwy. (N. Main St.) between Ellendale Ave. and Jefferson St.: Channelization to provide a continuous left turn lane which work consists of pavement markings and elimination of parking. Install flashing beacon signal at Walnut Street intersection.
4. Kings Valley Hwy. (Washington St.) between Jefferson and Main St.: Channelization to provide a continuous left turn lane which works consists of pavement markings. Install flashing beacon signals at the intersection of Washington Street with Jefferson Street and Main Street.
5. Uglow Ave. between Washington St. and Clay St.: Channelization to provide two auxiliary lanes for turning movements which work consists of grade, drain, curbs, high-type surface, pavement markings and elimination of parking. Install flashing beacon signal at Miller Avenue intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: An appropriate environmental statement will be submitted.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

(continued)

(continued)

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work	$ 3,000
PS & E Prep	1,500
Total	$ 4,500

b. 85% of project is on FA Secondary System.
15% of project is on FAP Type II System.

Note : The project is in Congressional District No. 1.

R

August 30, 1974

City of Dallas
City Hall
Dallas, OR 97338

Attention: **Del Funk**
Finance Officer

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed TOPICS agreement for construction of the Orchard Drive-Washington Street Section and Washington Street-Clay Street Section Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

~~Form E-38~~

T

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dallas (City Streets)

Date August 1, 1974

Highway Kings Valley & Uglow Avenue

Authorization No. 1

County Polk

Survey Prefix 27-0603 (Assigned by Salem office)

Description of termini, route, length, etc.:

Orchard Drive to Ellendale Avenue; Ellendale Avenue to Jefferson Street; Jefferson Street to Main Street, all on the Kings Valley Highway.
Washington Street to Clay Street on Uglow Avenue.

RECEIVED
COUNTY & CITY SECTION
SEP 25 1974
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

Prepare plans, specifications and estimates for grading, paving, striping and flashing beacon installation.

Estimate of cost:

Field	901	1,500
Plans	905	300
Soils	910	2,000
Spec's	921	200

XX9XXXXXX$XX,XXXX

TOPICS

Total estimated cost of survey $ 4,000 ~~X,XXX~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

.... Field Engineer

Recommended for Approval:

C. O. Fredrickson
Division Engineer

Recommended for Approval:

Victor D. Wolfe
Location XXXXXX Engineer

Approved:

E. Hunter
Ass't State Highway Engineer

BEN GIFFORD

OFFICE ENGINEERING SECTION
P. E. APPR. 9-18-74
[illegible] STATE ......

SP*52449-734

8177

R

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1974

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the July 30 meeting requests from the Cities of Dallas and Roseburg for approval of TOPICS project applications.

Dallas is requesting approval of a project to widen, restripe and install flashing beacons on the Kings Valley Highway and on Uglow Street. The total project cost is estimated to be $107,500, of which the State and City will each pay approximately $11,800.

Roseburg is requesting approval of a project to widen and restripe Garden Valley Boulevard to provide a left-turn median. Douglas County will provide the match funds for the project and provide for maintenance upon completion of the project. The total project cost is estimated to be $60,000, of which the State and County will each pay approximately $6,600.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS Program.

I recommend your approval and request authority to sign the project agreements for and on your behalf.

bc: C. W. Head ✓
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
L. E. George
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
H. S. Cox
C. O. Fredrickson
A. Shirley, Jr.
Gary Sund
R. E. Whipps

NOTED
C. W. HEAD

GEZ:ljt cm

127-1437

T

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 11, 1974

RECEIVED
COUNTY & CITY SECTION
JU[illegible] 1974
☒ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Howard D. Brandvold
CITY MANAGER
P. O. Box 67
Dallas, Oregon 97338

Dear Howard:

Subject: Ellendale Avenue Intersection
Kings Valley Highway

Receipt is acknowledged of July 3, 1974, letter incouraging modifications to the combined bond and TOPICS project you propose in the vicinity of the Ellendale Avenue Intersection.

As indicated previously, this office and our Resident Engineer, E. J. Hall will work diligently with you in an attempt to obtain the results desired within the funds available. However, there are some things that must control.

In the case of the Kings Valley Highway northerly of the intersection, three things necessitate the curbing on the easterly side:

1. It is virtually impossible to excavate for curb exposure on one side of the highway without doing the same on the other side.
2. Without curbs, there should be some shoulder and ditch. This would take more right-of-way than is available.
3. The curbs are necessary to control drainage and in addition do help the access control.

Since most of the main Ellendale Avenue Intersection must be revised for grade control, the entire intersection should be completed in this project so it will not be necessary to come back and rework the intersection at some later date.

With these two controls in mind, we will attempt to oblige the rest of your

NDALE AVENUE IN

quest. As soon
view.

GWW/elk

cc: Victor
H. S.
Jim Cha
E. J.

request. As soon as this revision is made, you will be contacted for review.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk

cc: Victor D. Wolfe
H. S. Cox ✓
Jim Chaney
E. J. Hall

RECEIVED
JUL 8 1974

T/Bond

City of Dallas Office of the City Manager

July 3, 1974

Mr. Jerry Weimer
Regional Construction Engineer
East Salem Highway Building
Salem, Oregon
97310

Dear Mr. Weimer:

At a recent meeting of the Dallas City Council we discussed the proposed plan for improvements to the North Main Street-Ellendale Avenue intersection and the State Highway systems leading to and from the intersection.

After study and discussion by the City Council, the following suggestions are submitted for your consideration so that the total cost of the project can be retained within some reasonable limit of earlier cost estimates.

1. Eliminate all curbs and sidewalks on the south side of Ellendale Avenue easterly from the intersection of the Kings Valley Highway (North Main Street.)
2. Eliminate all curbs and sidewalks on the north side of Ellendale Avenue easterly from the intersection of the Kings Valley Highway (North Main Street.)
3. Eliminate all curbs and sidewalks on the east side of the Kings Valley Highway northerly from the intersection of Ellendale Avenue.

13?
-1

There are no curbs or sidewalks in these areas now. A discussion with some business men in the area confirmed the thought that sidewalks are not now necessary for the area.

We feel that the above changes in the plan will make an extremely desirable project and accomplish the desires of local officials and abutting property owners. Your concurrence in these thoughts will be appreciated.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:pb
cc: Terry Nelson
Ed Hall

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1974

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

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Terry Nelson, P
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Council. Any

127-1437

FORM 1-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
JUN 28 1974
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
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JUL 1 - 1974
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☑ UPE ☑ CE ☒ RE ☐ RPE ☐

DATE June 26, 1974

3

TO MEMO TO THE FILE

FROM Don Aman

#150

SUBJECT Walnut Ave-E. City Limits Dallas - Location
Salem-Dallas Highway - Kings Valley Highway #191
Polk County - 127-1437

This memo is in regards to the meeting held on Tuesday June 25, 1974 between representatives of O.S.H.D. and the City of Dallas. In attendence were Mr. Howard Brandvold, Dallas City Manager, Terry Nelson, Public Works Director - City of Dallas, Gerry Wimer, Region Construction Engineer, Jim Chaney, Region Locating Engineer and Don Aman, Designer. The main purpose of the meeting was to discuss the current design and cost of the location.

The current estimate is approximately $290,000. The City of Dallas is concerned as to the amount of funding available. Presently there is available $120,000 in bond money and $80,000 in topics money. The topics money is for the Kings Valley Section which would be from the intersection, North on the Kings Valley Highway. The City of Dallas would like the project cut back to coincide with the monies available.

DESIRED CUTBACKS DISCUSSED ARE AS FOLLOWS:

1) Cut the project limits back as much as possible
2) End curbs on Salem-Dallas Highway at approximately Sta. 26+85
3) Eliminate walks a)South side of Salem-Dallas Highway, Station 23+50 to 30+15 b)North side Salem-Dallas Highway, Station 24+80 to 30+65 c)East side Kings Valley Highway, Station 133+00 to 138+75.

The City was also concerned with the superelevation at the intersection and the effect it would have on truck traffic from Ellendale Ave. They would like to see the super flattened as much as possible. A minimum of 0.04 super was discussed.

The City of Dallas requested a copy of the present plan to discuss it with their City Council. Any further study or revisions will be pending the outcome of their meeting.

cc. Vic Wolfe & H. S. Cook

cc: [illegible]

T

City of Dallas - Office of the City Manager

June 14, 1974

RECEIVED
COUNTY & CITY SECTION
JUN 17 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ PPE ☐

Gary E. Zehner
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Proposed TOPICS Project

Ellendale Avenue-Orchard Drive Section
Kings Valley Highway

Jefferson Street-Ellendale Avenue Section
North Main Street

Main Street-Jefferson Street Section
Washington Street

Washington Street-Miller Avenue Section
Uglow Avenue

Dear Mr. Zehner:

This is in answer to your letter dated June 11, 1974 and the accompanying comments concerning the subject project for the City of Dallas.

Your comments on each of the four projects were reviewed by the City Council and the following observations are made for your consideration.

1. The Kings Valley Highway between Orchard Drive and Ellendale Avenue should be striped with a continuous two-way turning lane in the center.

2. Main Street between Ellendale Avenue and Jefferson Street should be striped to allow a 14 foot turning lane in the center with two 15 foot curb lanes.

P.O. BOX 67 • DALLAS, OREGON 97338 • TELEPHONE (503) 623-2338

3. We feel quite strongly that there is a definite need for flashing beacons on Washington Street at Main and at Jefferson and on Main Street at Walnut. We recognize that flashing beacon installations may not always be considered for urban low speed areas. Washington Street however, is a wide street and especially for night time travelers we feel the flashing beacons are essential at these intersections. Main Street at Walnut Street carries faster traffic and due to the poor figuration of the intersection we feel a flashing beacon is essential here also.

4. The southbound inside lane on Uglow Avenue between Washington Street and Miller Avenue should be an optional lane for turning movements.

The City of Dallas appreciates your interest in this project and we look forward to an early approval by the Oregon Transportation Commission so that the total project can proceed in the not too distant future.

Yours very truly,

Howard D. Brandvold

Howard D. Brandvold
City Manager

HDB:lem
cc: Terry Nelson

T

FORM L-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE June 6, 1974

TO Gary Zehner ✓
Urban Program Engineer
County-City Unit

FROM for L. E. George
Traffic Engineer

SUBJECT Proposed TOPICS Project
City of Dallas

As requested, we have reviewed the TOPICS project in company with the Region II Traffic Engineer. We are in concurrence with the written comments of the Regional Engineer on this subject, dated May 23, 1974.

DRW:pb
Attachment

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COUNTY & CITY SECTION
JUN 7 - 1974
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 23, 1974

FILE: 527

C. O. Fredrickson

FROM: C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Proposed TOPICS Project
City of Dallas

TO: Gary E. Zehner
URBAN PROGRAM ENGINEER
COUNTY/CITY UNIT

As requested, we have reviewed this TOPICS Project and basically find it an acceptable project. We have reviewed the separate sections of this project previously and have made some of the comments below at that time.

On the Kings Valley Highway between Orchard Drive and Ellendale Avenue, the center area should be striped as a continuous two-way turning lane rather than the standard refuges which are shown on the sketch.

This same comment is true for Main Street between Ellendale Avenue and Jefferson Street. The striping lay-out for this section should be revised to allow a 14 foot turning lane and 15 foot curb lanes. The standard propeller blade type refuges shown on Washington Street between Main and Jefferson is the proper striping for this section.

Project 1C is the installation of flashing beacons on Washington Street at Main and Jefferson and on Main at Walnut Street. Flashing beacon installations are usually not considered for urban low speed areas. These three locations, especially the two on Washington Street are in areas where the speed of traffic is already very slow. We feel the City of Dallas should be contacted to determine if they would consider deleting at least the two flashing lights on Washington Street from this project.

Our only comment on the last part of this project, the channelization of Uglow Avenue at Washington Street and Miller Avenue, is that the southbound inside lane on Uglow should be an optional lane rather than a mandatory left turn lane. This is because of the short weaving distance available for the southbound driver on Uglow to move out of this lane and into the curb lane. We have made this comment about this project previously.

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COUNTY & CITY SECTION

RK/ek
cc: L. E. George

or

T

CITY OF DALLAS
P.O. Box 67
DALLAS, OREGON 97338
Phone 623-2338

Office of the Director
of Public Works

May 1, 1974

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Attention: Mr. Gary E. Zehner, Urban Program Engineer

Dear Mr. Zehner:

Enclosed please find the completed Topics Project Request form, attachments No. 1 through 4 to further describe and explain items in the Request form, a map of the City of Dallas to show the locations of the various parts of the Project, and a copy of Resolution No. 1915 authorizing the Project.

The Project as described in the Request form is broken down into four (4) basic sub-projects which are detailed in attachments No. 1 through 4 and sketches No. 1 through 6.

If there is anything which I have failed to include, or anything I can do to expedite the processing of this Request, please let me know.

Respectfully,

Terry L. Nelson

Terry L. Nelson, P.E.
Director of Public Works

TLN:lem
Enclosures

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COUNTY & CITY SECTION
MAY [illegible] 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
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Office of the City Manager

April 11, 1974

H. S. Cox
County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Attached please find a copy of Resolution No. 1915 unanimously adopted by the Dallas City Council at their regular meeting on April 1, 1974. Said resolution authorizes the Mayor and City Manager to deliver to your office a TOPICS project request. The resolution further repeals an earlier resolution which included a project for offstreet parking in the downtown core area of Dallas.

I understand that you have a special form of application we need to prepare. Section 3 of the attached resolution outlines in summary form, the projects we hope to accomplish with our project. As soon as the application for a project is received from you we will complete the forms and return them to your office immediately. At that time we will be able to insert the date that is required on page one of the resolution.

Mr. Terry Nelson, the City of Dallas engineer and Director of Public Works will work with your office to finalize these plans.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem
Attach.
cc: Terry Nelson

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STATE OF OREGON)
) ss.
County of Polk)

I, Howard D. Brandvold, do hereby certify that I am the duly appointed, qualified, and acting City Manager of the City of Dallas, Oregon and as such officer the keeper of the records and files of said city; that I have compared the copy of Resolution No. 1915 of the City of Dallas with the original thereof on file in my office as such City Manager; and that it is a full, true and correct copy thereof and of the whole thereof.

City Manager

T

CITY OF DALLAS
P. O. Box 67
DALLAS, OREGON 97338
Phone 623-2338

Office of the City Manager

February 26, 1974

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COUNTY & CITY SECTION
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☑ UPE ☑ CE ☐ RE ☐ PPE ☐

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5009(1) Areawide TOPICS Plan
Dallas Urban Area

Dear Sir:

On August 21, 1972 the Dallas City Council adopted a resolution and presented a TOPICS Project request to the State Highway Commission for its approval. The adopted TOPICS Project proposed to:

1. Change the present on-street parking from the existing angle pattern to a parallel tandem parking pattern along a section of Main Street between Oak and Washington Streets;
2. To improve off-street parking lots; and
3. To re-mark Main Street into three traffic lanes, other pavement marking and traffic signing as required to accommodate parking and street use changes.

[illegible]

After considerable effort by City officials and others, it is now apparent that the above parking project in the downtown core area will not materialize in time to use TOPICS funds. The City of Dallas would therefore like to eliminate the above off street parking plan as a TOPICS Project and have our priorities changed to utilize TOPICS funds for the following projects:

1. North Main Street from the north end of the existing one-way couplet of Main and Jefferson Streets to Ellendale Avenue. Prohibit on-street parking, restripe to provide for three traffic lanes, and signing to accomplish the change.

CC: C.O. FREDERICKSON

2. Widen and improve with curbs, sidewalks and drainage and channelization, that portion of Kings Valley Highway No. 191 from Ellendale Avenue northerly approximately 450 feet to the north edge of Orchard Drive, if extended.

3. Intersection improvements at North Main Street and Ellendale Avenue by widening and re-grading a portion of the intersection to reduce the super at the intersection, to re-align the curbs and to improve alignment and proper transition to two lanes east of the intersection.

City of Dallas officials are working with Highway Department personnel on detail plans for proper finalization and improvements in these three project areas. Final design and cost estimates should be received within two to three weeks.

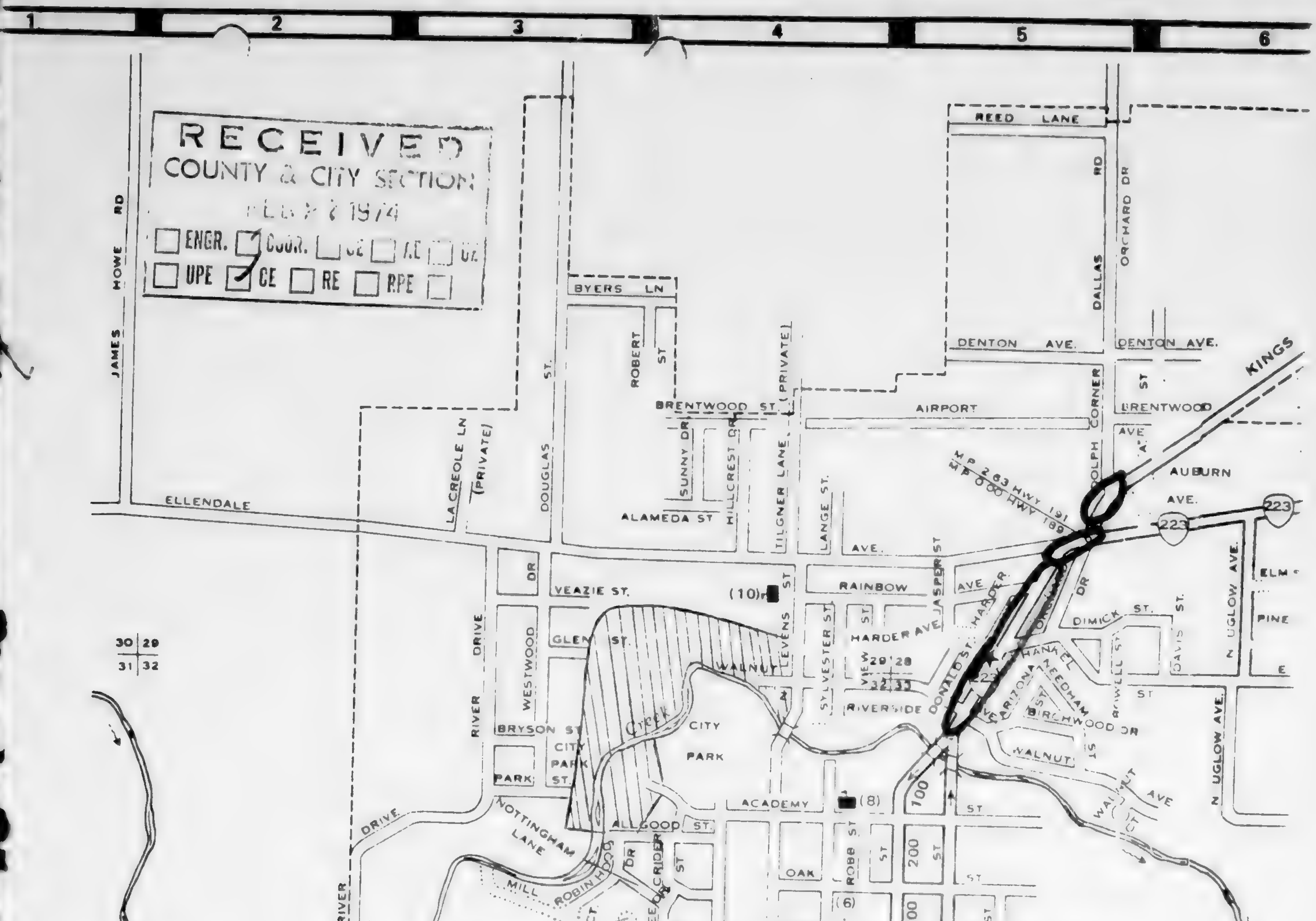
Mr. Terry Nelson, Dallas City Engineer and Director of Public Works is working with proper officials in the Highway Department and will be in contact with your office as soon as final data is available.

Your cooperation in changing priorities for this city in our effort to utilize all available TOPICS funds is appreciated.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem
Enclosures



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☐ ENGR. ☑ COOR. ☐ ☐ ☐
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Dallas

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

February 22, 1974

Mr. Howard D. Brandvold
City Manager
P. O. Box 67
Dallas, Oregon 97338

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COUNTY & CITY SECTION
FEB 26 1974
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Dear Mr. Brandvold:

We have completed our review of the four proposed modifications to the traffic flow patterns in the Dallas area, as outlined in your November 20 letter and offer the following comments:

Project No. 1 - Uglow Avenue Channelization at Washington Street and Miller Avenue. The proposal shown in the TOPICS report is satisfactory.

Projects No. 2 and No. 3 - Ellendale Avenue Intersection with North Main Street and North Main Street Channelization. From a traffic operations standpoint, either three or four lanes appear to have similar overall benefits and this decision can be left to City officials. The three-lane proposal leaves us up in the air regarding the current location survey we are conducting east of the intersection of Main Street and Ellendale Avenue. We do not believe we could justify building just a three-lane section here and there would not be much reason to build a four-lane section when there is only two through lanes in the higher volume section to the south.

Project No. 4 - Church Street-Jefferson Street Couplet. We cannot concur with your proposal for a Church-Main couplet for the following reasons:

1. The Academy Street portion of this routing would be entirely across school frontage where buses are loaded and unloaded.

2. Two additional right angle corners would be added to the highway system. There would be a tendency for traffic familiar with the Dallas area to proceed straight ahead even though they might encounter five stop signs that the City might install.

3. Our Regional Geologist has inspected Church Street, including some core drilling. He reports that the structural condition of Church Street is very poor in comparison to the existing couplet of Main Street and Jefferson Street. Copies of these drill logs are attached.

4. Church Street has some angle parking which we definitely would not want to inherit.

5. Experience has shown that it is not desirable to separate two legs of a couplet with a two-way street.

I am indeed sorry to have twice missed the opportunity to meet with your Mayor, Kenneth Woods, and discuss the above items. Should there be questions, or he want to meet, please call.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW:dcb
Attach.
cc: L. E. George
H. S. Cox✓
F. T. Lacey
Jim Chaney
E. J. Hall

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project DALLAS (MAIN ST.)
Highway CITY OF DALLAS Date JAN 22, 1974
Hole Location County POLK
Engineer FRETWELL Driller HOCKETT Prefix
Equipment Used PAVEMENT CORE DRILL. Recorder HOCKETT
Depth Station
Purpose of Work ROAD CONDITION Ground Elev
Drive sampler OD ID Hammer wt Fall Water Level at Completion
Hole No. 74-301 & 302

Depth Sampled From	Depth Sampled To	Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
						HOLE #74-301 217 MAIN ST.
						RT. LANE, 4' RT. of ℄
						ABOUT HALF-WAY BETWEEN
						ACADEMY & OAK STREETS.
						0"-5" A/C, SOME CRACKS.
						5"-9" PCC, POOR CONDITION
						AGED & BROKEN.
						9"-16" 2"-0 CRUSHED ROCK
						EXTREMELY DIRTY.
						16"-42" DARK REDDISH-BROWN
						SOME SMALL ROCK.
						PLASTIC @ 36"-42"
						HOLE #74-302 422 MAIN ST.
						LT. LANE 105' N. of N. CURB
						AT SOUTH & MAIN.
						0"-4 3/4" A/C SOME CRACKS
						4 3/4"-9" PCC, POOR CONDITION
						BROKEN.
						9"-16" EXTREMELY DIRTY
						CRUSHED ROCK.
						16"-23" VERY DIRTY RIVER
						RUN GRAVEL.
						23"-42" DARK REDDISH-BROWN.
						CLAY WITH SOME
						SMALL ROCK.
						PLASTIC @ 36"-42"

Or on State Highway Divisio
SOILS ND GEOLOGICAL EXPLORATIO LOG

Project DALLAS (CHURCH ST) Date JAN. 22, 1974
Highway CITY OF DALLAS County POLK
Hole Location ______ Prefix ______
Engineer FRETWELL Driller HOCKETT Recorder HOCKETT
Equipment Used PAVEMENT CORE DRILL
Depth ______ Station ______ Ground Elev ______
Purpose of Work ROAD CONDITION Water Level at Completion ______
Drive sampler OD ______ ID ______ Hammer wt ______ Fall ______ Hole No. 74-303 & 304

Depth Sampled From	Depth Sampled To	Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
						HOLE # 74-303 510 CHURCH ST.
						℄, ABOUT HALF-WAY BETWEEN
						COURT & WASHINGTON.
						0"-6¼" A/C FAIR CONDITION
						6¼"-10½" 3/4"-0 CRUSHED GRAVEL.
						10½" RAILROAD TIES.
						SAME STATION, LT. 12'
						0"-6" A/C TOP 4", MACADAM
						LOWER 2".
						6"-10" 3/4"-0 CRUSHED
						GRAVEL.
						10"-21" 3"-0 CRUSHED ROCK.
						21"-36" REDDISH BROWN CLAY
						WITH SOME SMALL
						ROCK.
						HOLE # 74-304 213 CHURCH ST.
						LT. 10' ½ WAY BETWEEN OAK
						& ACADEMY.
						0"-2" A/C CRACKED.
						2"-4" 3/4"-0 CRUSHED ROCK.
						4"-18" 6"-0 DIRTY RIVER
						RUN ROCK.
						18"-36" REDDISH-BROWN CLAY
						WITH SOME SMALL
						ROCK.

Oregon State Highway Division

SOILS 'D GEOLOGICAL EXPLORATIO OG

Project
Highway CITY of DALLAS Date JAN 22, 1974
Hole Location County POLK
Engineer FRETWELL Driller Prefix
Equipment Used Recorder OLSEN & WEST
Depth Station Ground Elev
Purpose of Work SURFACE CONDITION Water Level at Completion
Drive sampler OD ID Hammer wt Fall Hole No.

Depth Sampled		Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
From	To					
						SURFACE CONDITION
						A. JEFFERSON ST.
						1. EXCELLENT CONDITION
						2. NO SURFACE EROSION,
						3. NO Alligatoring
						4. NO CRACKING
						5. MEET-LINE CRACKS AT INTERSECTIONS.
						B. MAIN ST.
						1. SOME AREAS of Alligatoring
						2. NUMEROUS CRACKS
						3. SOME EROSION
						4. ASPHALT is ON THE DRY
						SIDE INDICATING AGE.
						5. CROWN is SLIGHTLY HIGH
						FOR CURBS.
						C. CHURCH ST.
						1. ABUNDANT Alligators.
						2. ABUNDANT CRACKS.
						3. HIGH CROWN
						4. LOW CURBS
						5. HIGH SURFACE EROSION
						SOME PATCHES, All of
						WHICH ARE FAILING.

Dallas

November 28, 1973

City of Dallas
City Hall
P. O. Box 67
Dallas, Oregon 97338

Attention: Mr. Howard D. Brandvold,
City Manager

Dear Sir:

Your letter of November 20 is being circulated for review, evaluation, and determination as to the feasibility and justification of the various ideas and proposals.

It is the understanding that you would like an early reply, so we are asking that the Traffic Section coordinate the efforts of those involved in these matters and reply directly to you.

I trust you will be hearing from them prior to January, 1974, and thank you for bringing the proposals to our attention.

Very truly yours,

H. S. Cox
County and City Engineer

By

DN Harwell
D. N. Harwell
Assistant Engineer

DNH:mm

cc: Traffic Section, w/attachments
Planning Section " "
Region 2 " "

4-74
City [illegible]

☑ ENGR. ☑ ASS'T. ✓ OE ☐ AE ☑ UE
✓ UPE ☑ CE R ✓ RPE ☐

1-Way Grid Answer Seen

11-21-73

Statesman News Service

DALLAS, Ore. — A one-way grid pattern bypassing Main Street will be recommended to the State Highway Division in a move to avert parallel parking on Main, Dallas City Council decided Monday night.

The street, now one-way with diagonal parking, would become two-way with four-way stop signs at all intersections under the recommendation. It is hoped that development of a one-way grid on Academy Street from Main to Church, following Church to Washington Street, will divert traffic from Main.

In another street question, the council approved a request from Dallas School Board for improvement of W. Maple Street in the area where construction of a new elementary school is to start next July.

Also approved was installation of 50 mercury vapor street lights to replace incandescent lights, expected to save 3,000 kilowatt hours per month.

The council named Arthur Johnson to fill the unexpired term of Kenneth Woods, who became mayor to succeed the late Richard I VanDenBosch. A plaque honoring his 11-years service was given Mrs. VanDenBosch.

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CITY OF DALLAS
P. O. Box 67
DALLAS, OREGON 97338
Phone 623-2338

Office of the City Manager

13

November 20, 1973

D. N. Harwell, Assistant Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

At a meeting of the Dallas City Council on Monday, November 19, 1973 matters of concern regarding the State highway through the City of Dallas and TOPIC projects were considered. The areas in this city that were discussed are as follows:

1. The intersection of Miller Avenue and Uglow. Improvements should proceed as a TOPIC project in accordance with the plan presented in our TOPICS study.

2. The intersection of North Main at Ellendale Avenue, proceed as recommended in the TOPICS study. The one suggested change from the TOPICS plan is that the north end of Orchard Avenue at Ellendale continue as it now exists rather than purchasing additional right-of-was as suggested in the TOPICS plan so that the flow of traffic from Orchard Avenue to North Main be at right angles.

3. The flow of traffic on North Main Street from the bridge Rickreall Creek to Ellendale Avenue be changed as follows:

   a. No parking on either side of North Main between the bridge and Ellendale.

   b. One lane of traffic north bound.

   c. One lane of traffic south bound.

   d. A middle lane for turning movements at the various intersections.

4. The Highway Department consider a plan to remove Main Street between Academy Street and Washington Street from the highway system and accept into the highway system Academy Street between Church and Main Streets and Church Street between Academy and Washington Street. An idea was discussed to make--

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COUNTY & CITY SECTION
NOV 28 1973
☑ ENGR. ☑ COOR. ☐ CE ☒ RE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Church Street one way southbound and have Main Street revert back to two way between Academy and Washington with four-way stop intersections at Oak and Main, Mill and Main, and Court and Main.

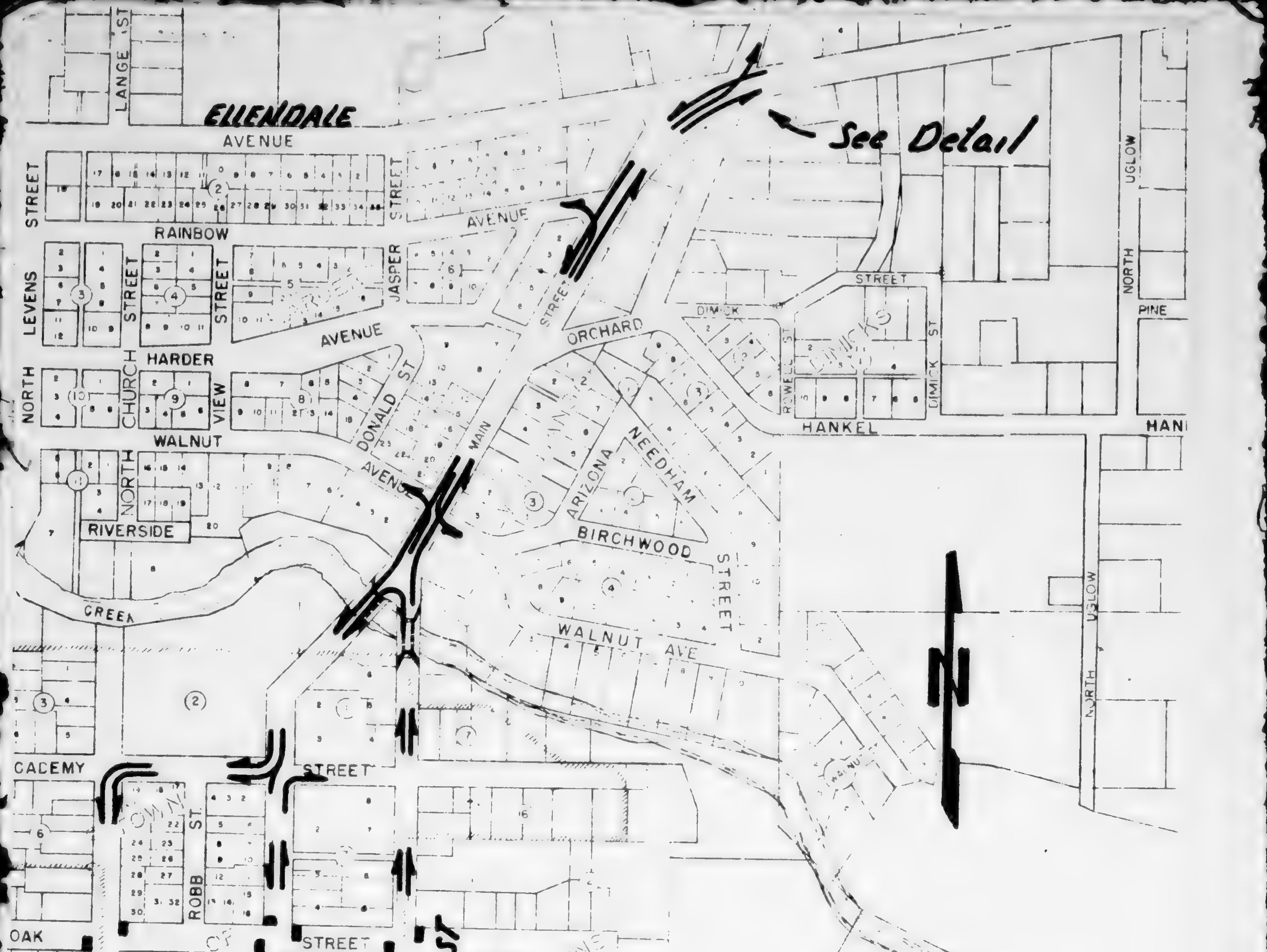
The City of Dallas would appreciate having the highway department review this plan and consider it as a possibility for eliminating some of the congestion in the downtown core area of Dallas. We feel that four-way stop intersections in the downtown core would help eliminate some of the congestion and slow down the traffic. The area would then become more of a pedestrian shopping center.

Your consideration of these ideas and plans will be appreciated.

Yours very truly,

Howard D Brandvold
Howard D. Brandvold
City Manager

HDB:lem
Enclosure



ELLENDALE
AVENUE
See Detail
LANGE ST
STREET
RAINBOW
AVENUE
JASPER STREET
LEVENS
STREET
STREET
AVENUE
HARDER
NORTH
CHURCH
VIEW
DONALD ST
MAIN STREET
ORCHARD
DIMICK
STREET
DIMICKS
ROWELL ST
DIMICK ST
UGLOW
NORTH
PINE
HANKEL
HANK
WALNUT
AVENUE
NORTH
RIVERSIDE
ARIZONA
NEEDHAM
BIRCHWOOD
STREET
CREEK
WALNUT AVE
N
UGLOW
NORTH
CADEMY
STREET
ROBB ST.
OAK
STREET
JEFFERSON ST
CHURCH ST
MAIN ST
MILL
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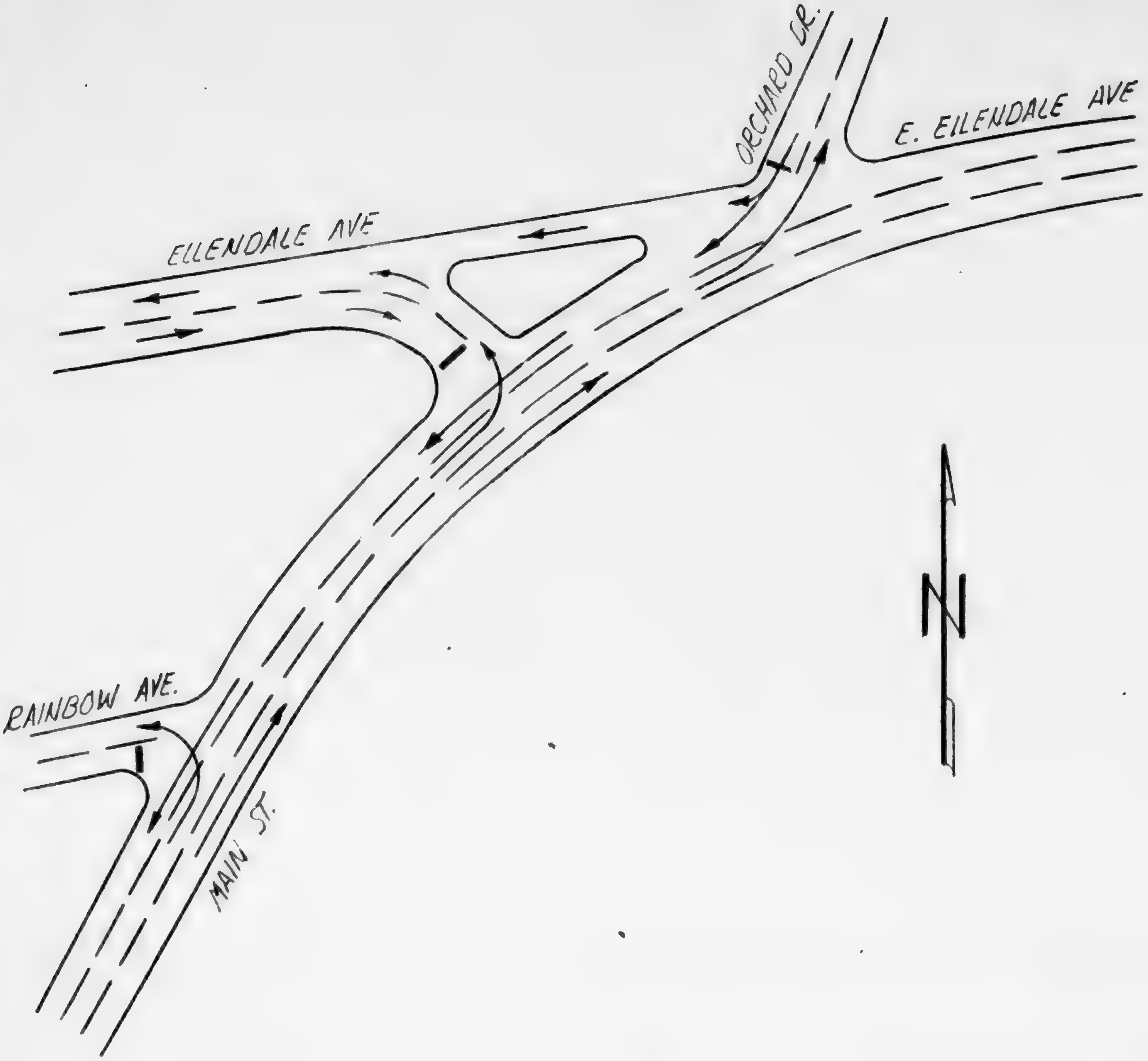
See Detail
UGLOW AVE.
WASHINGTON ST.
STREET
MILLER
STREET


ORCHARD DR.
E. ELLENDALE AVE
ELLENDALE AVE
RAINBOW AVE.
MAIN ST.
N

Misc.
8-7-73

127-65
Dallas
Gr

1859

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

October 26, 1973

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OCT 30 1973
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☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. Howard Brandvold
City Manager
City of Dallas
City Hall
Dallas, Oregon 97338

Dear Mr. Brandvold:

Subject: Traffic Pattern Revisions
Kings Valley Highway (T [illegible] 51)
North of Wallet Avenue
Dallas
Walnut

In answer to your inquiry of August 7, this office would be in favor of installing the recommendation of the topics plan at the present time if any changes are to be made.

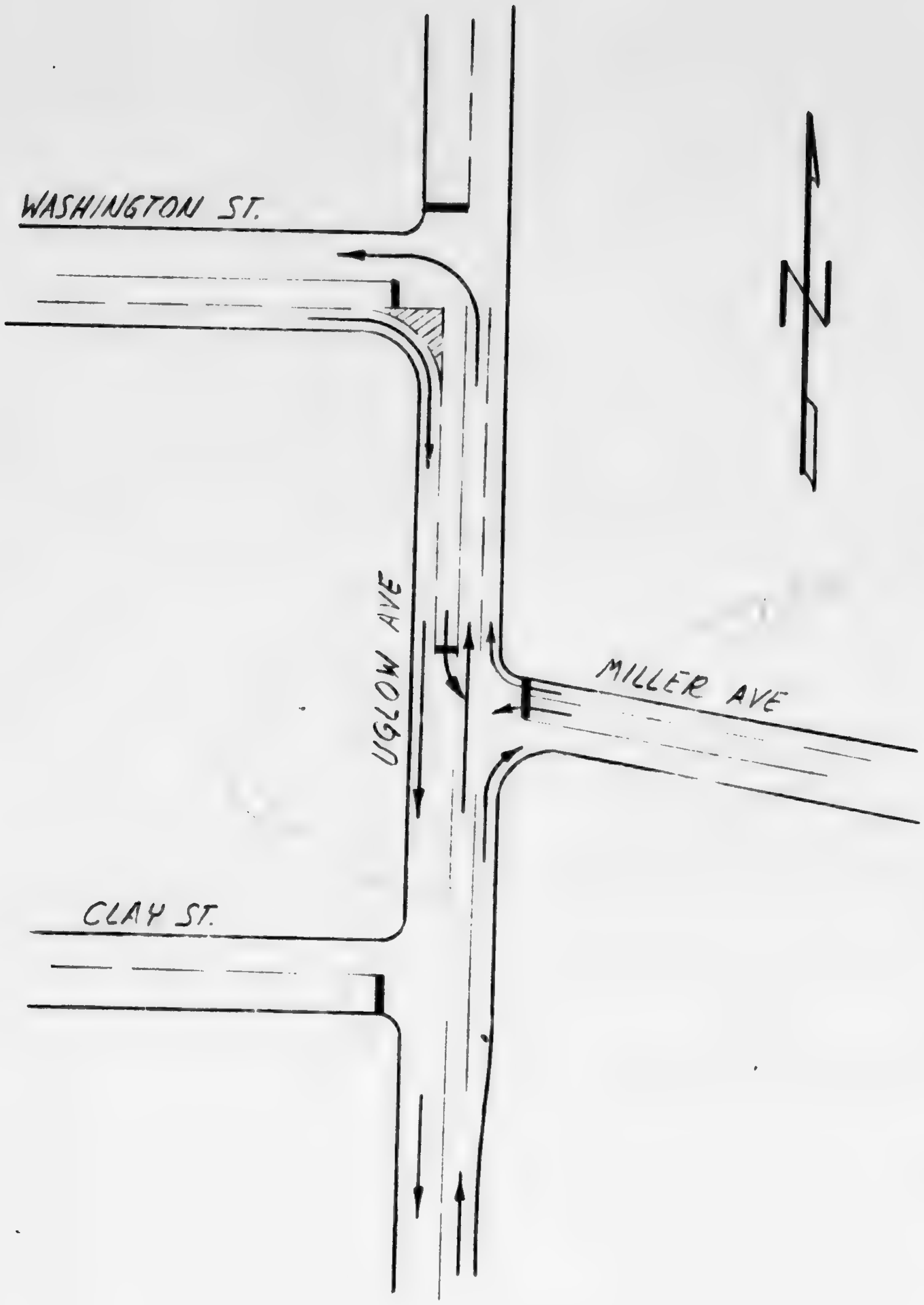
We feel that if this section were striped for 2 lanes northbound, and only 1 lane southbound, that traffic in the southbound direction would likely use the parking area for a second lane anytime there was a considerable gap between parked cars, this of course would setup a very hazardous condition at the point where this traffic did encounter a parked vehicle. While the number of left turning northbound vehicles may be greater, we feel that there must be a substantial number of southbound left turning vehicles which would benefit from an additional lane. Since it is known that the 3 lane section would not be the final design, we feel that it would not be good practice to acquaint drivers with this pattern and then change it to a 4 lane design. Another aspect of this which would involve you more than us is the fact that the task of prohibiting parking is often a difficult and painful one, and it seems that it would be better to eliminate all of the parking atone time.

Yours very truly,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGIONAL ENGINEER

RK/ek
cc: Don Harwell ✓


WASHINGTON ST.
N
UGLOW AVE
MILLER AVE
CLAY ST.

CITY OF DALLAS
P.O. Box 67
DALLAS, OREGON 97338
Phone 623-2338

Office of the City Manager

Dallas
CC

August 7, 1973

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COUNTY & CITY SECTION
AUG - 8 1973
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

At a meeting of the Dallas City Council on Monday, August 6, 1973 a recommendation was received to change the pattern of parking and the number of traffic lanes on North Main Street between Hankel Street and Orchard Avenue in the City of Dallas. A copy of a letter from Mr. Don Johnson is attached.

The City Council held considerable discussion regarding this recommendation. Some thought that four lanes of moving traffic with no parking on Main Street between Ellendale and the bridges spanning La Creole Creek, as proposed in our TOPICS study should be put into effect now. Another thought was to extend the recommendation of Mr. Johnson as far south as Walnut Avenue.

The Dallas City Council is cognizant of the traffic problem that exists on North Main Street and would appreciate a recommendation from the Highway Department to relieve the situation. I would appreciate your recommendations so that they can be delivered to the City Council for concurrence.

Yours very truly,

Howard D. Brandvold
City Manager

HDB:lem
Enclosure

cc [illegible]

[illegible]

35 Northway
Independence, Oregon 97351
July 16, 1973

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COUNTY & CITY SECTION
AUG - 8 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Howard Brandvold, City Manager
City of Dallas
City Hall
Dallas, Oregon 97338

Dear Mr. Brandvold:

My working in the office of DeGraff Church Furniture Co. at 404 North Main permits me to be witness to many near accidents and extremely heavy traffic congestion in the close vacinity of the intersection of Rainbow Avenue and Main Street. The cause of this situation is the northbound traffic on Main being stalled by one or more cars trying to negotiate a left turn on to Rainbow or into the Thrifty parking lot. It is not uncommon to see 15-20 cars being stalled due to this. As you are aware, the north and south lanes on Main are for single traffic and parallel parking is permitted on both sides of the street.

Very possibly this traffic and safety situation has been investigated before however, I feel the problem is acute enough to warrant the following suggestion about a possible solution. See sketch enclosed.

> Permit two-~~way~~ lane traffic in the northbound lanes from Dimick to Orchard Ave. on Main with parking prohibited. Maintain the parking on the southbound lane with one lane traffic.

This would permit the thru traffic headed north to use the right lane of Main and the traffic that was going to make a left turn would use the left lane of the two northbound lanes. Only a minimum of moving traffic would be effected. The retail businesses on the west side of Main would still have their customer parking.

Don Johnson

V D

Capital Journal, Salem, Ore., Tues., Aug. 7, 1973, Sec. 3, Page 19

Dallas is restricting garage, patio sales

DALLAS — The Dallas City Council struck a blow to garage sales held in the city.

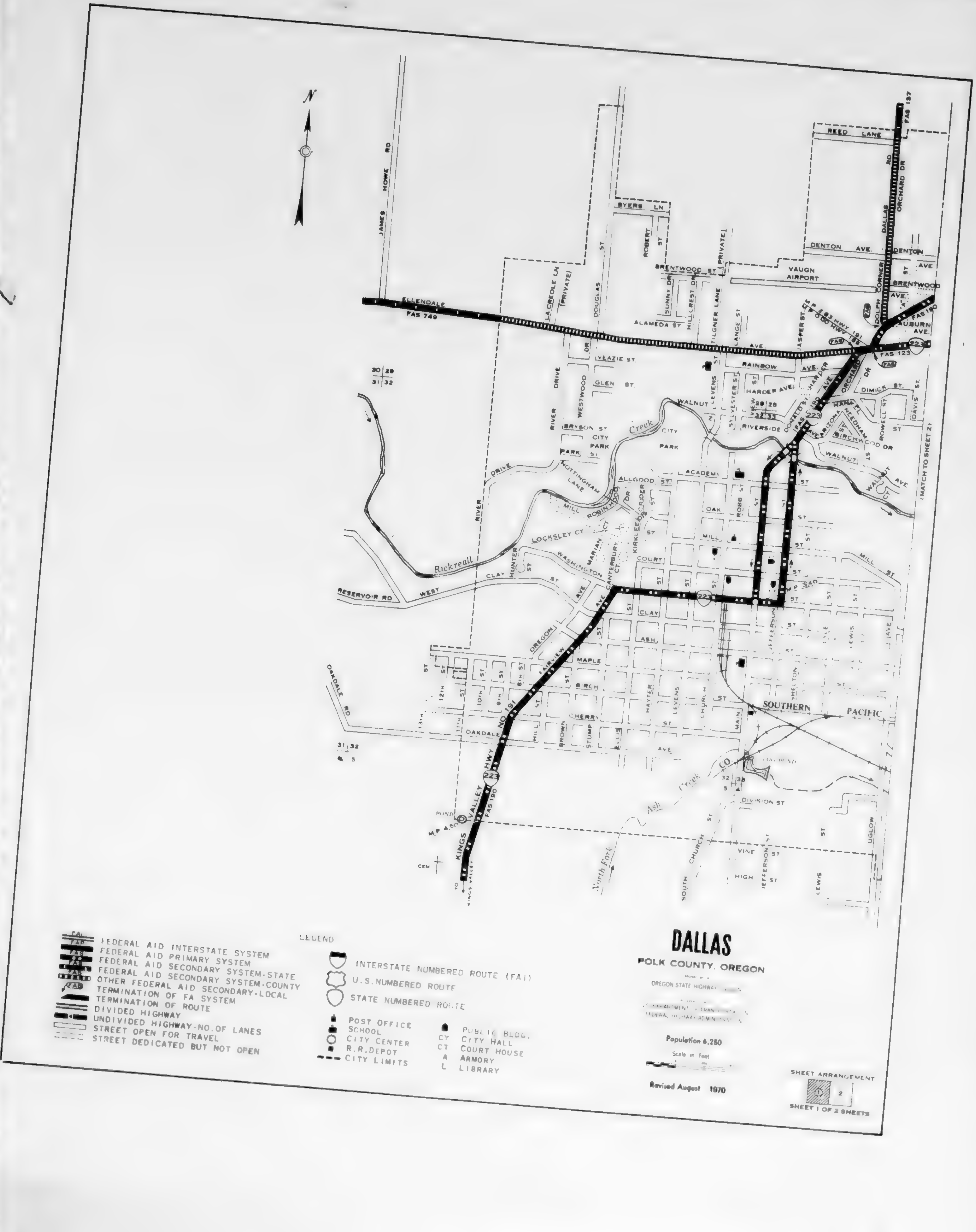
An ordinance limiting such sales to one a year to run no more than three consecutive days, allowing only one sign on the premises and requiring a permit passed its first reading.

A fine of not less than $10 or more than $100 is provided.

The proposed ordinance also applies to the normal rummage sales held by organizations and moving sales as well as patio and porch sales or sales by any other name.

In other action, councilmen:

- Referred to the Oregon Highway Department a proposal suggesting two north bound traffic lanes on Main Street, between Orchard Avenue and Hankel Street, and limiting parking on the east side of Main Street. Don Johnson, employed by DeGraff Church Furniture Co. presented the proposal in the form of a letter to the council.
- Established by resolution a bus stop for Hammond Stages on the south side of Academy Street, between Main and Jefferson streets.
- Set rules and fees for use of the kitchens and new assembly room in the newly remodeled city hall.
- Authorized issuance of improvement bonds in the amount of $280,000 as a Bancroft improvement, reimbursing the city for street, sewer and water improvements.
- Set a public hearing for 7:45 p.m. Aug. 20 on a proposed zone change recommended by the planning commission from RS (single family residential) to RA (residential agriculture) of property off Ellendale Avenue owned by Robert Woods, M.J. Bitikofer and B. L. Berger.



LEGEND

FAI FEDERAL AID INTERSTATE SYSTEM
FAP FEDERAL AID PRIMARY SYSTEM
FAS FEDERAL AID SECONDARY SYSTEM-STATE
FAS FEDERAL AID SECONDARY SYSTEM-COUNTY
FAS OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

DALLAS

POLK COUNTY, OREGON

OREGON STATE HIGHWAY [illegible]

[illegible]
FEDERAL HIGHWAY ADMINISTRATION

Population 6,250

Scale in Feet

Revised August 1970

SHEET ARRANGEMENT
1 2
SHEET 1 OF 2 SHEETS

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

[illegible]

[illegible]

Mr. Howard [illegible] Brandvold
City Manager
City of Dallas
P. O. Box [illegible]
Dallas, Oregon [illegible]

Subject: Ellendale Avenue-[illegible] Street Section
City of Dallas
Kings Valley Secondary

Dear Mr. Brandvold:

Reference is made to your October [illegible] and my October [illegible], reply about converting the subject section of Highway to four lane traffic.

First, please excuse the delay but a detailed analysis was made. This included a statement from our Traffic Division who inform us the present two lanes are more than adequate for existing volumes. Because of this, they recommend against four laning as it will only tend to increase the accident potential. On the other hand a channelization, such as enclosed, will probably reduce the accidents by one-third or about one per year. This is not sufficient justification for the Highway Division to make any revision to that which exists; however, if the City of Dallas wishes the enclosed plan constructed, we will be glad to do so at their expense.

Should you want to discuss this further or proceed on the above basis, please advise and we will be at your service. For your information, attached is a Collision Diagram at the Ellendale Avenue intersection with the Kings Valley Highway.

Very truly yours,

R. D. Asbury
DIVISION ENGINEER

Original signed by

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

NOTED
R [illegible]

GWW/cg
Attach.
cc: D. J. Barbee H. L. Cox R. T. Lacey RR Hall

Dallas
GC

34

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1970

SUBJECT: Ellendale Avenue-Rickreall Creek Section
Kings Valley Secondary Highway
Polk County

To:
Mr. R. D. Asburry
Division Engineer
East Salem Shop Area
Salem, Oregon

NOTED
H. S. COX

Attention: Mr. Gerald W. Wimer

Herewith two prints of a possible channelization at Ellendale Avenue and Kings Valley Highway. Your letter of October 14, 1969 states that the City of Dallas would like the highway four-laned in this area by prohibiting parking.

The Traffic Division informs us that the present two lanes are more than adequate for existing volumes. They recommend against four-laning as it will only tend to increase the accident potential. On the other hand a channelization, such as enclosed, will probably reduce the accidents by one-third or about one per year. This is not sufficient justification for the Highway Division to make any revision to that which exists; however, if the City of Dallas wishes the enclosed plan constructed, we will be glad to do so at their expense.

You may submit this offer to them.

RECEIVED
JAN 21 1970
ENGINEER
COUNTY & CITY DIVISION

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DNS:jp
Attach
cc: H. S. Cox
F. B. Crandall

[illegible]
R. NOLDSON

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWEL

OTED
H. PRANG

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

October 14, 1969

Mr. Howard D. Brandvold,
City Manager
City of Dallas
P. O. Box 67
Dallas, Oregon 97338

Subject: 4 Lane Traffic
Ellendale Avenue-Rickreall Creek Section
Kings Valley Highway

Dear Mr. Brandvold:

Receipt is acknowledged of your October 9 letter requesting the comments of this office about converting the subject section of highway to four lane traffic.

As discussed with you previously, there is only 44 feet between curbs. This is slightly narrow for four lanes, however, we have other sections where such width is accommodating four lanes. From this standpoint we would have no objection, however, the four lanes need to be extended a short distance onto the Dallas-Rickreall Highway so that the taper from two lanes to four lanes would not occur in the intersection of the two highways.

Your inquiry is being forwarded for further consideration by our Department to determine the desirability of possibly entering into a cooperative agreement for the small amount of added work that would be necessary. Following this review, you will be contacted further.

RECEIVED
OCT 15 1969
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

R. D. Asburry
DIVISION ENGINEER

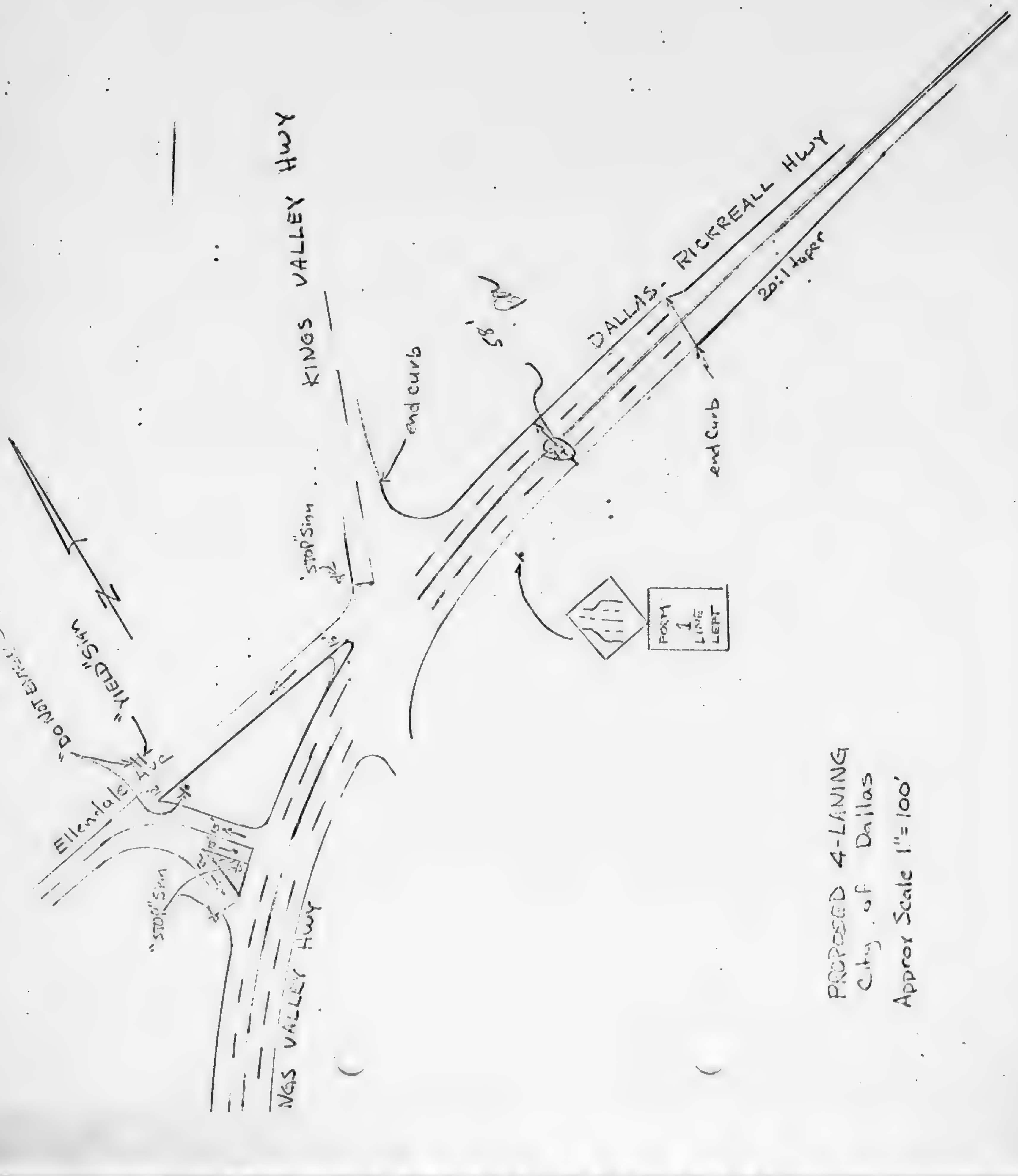
by

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: D. J. Barbee
H. S. Cox

RECEIVED
OCT 15 1969
ENGINEER
COUNTY & CITY DIVISION



PROPOSED 4-LANING
City of Dallas
Approx Scale 1" = 100'

#4

Dallas
7.C.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 14, 1969

To: D. J. Barbee
DESIGN ENGINEER

SUBJECT: 4 Lane Traffic
Ellendale Avenue-Rickreall Creek Sec.
Kings Valley Secondary

Attached is an October 9 letter from Dallas City Manager Howard D. Brandvold and my October 14 reply to him.

He indicates the City is willing to prohibit parking on the Kings Valley Highway between Ellendale Avenue and Rickreall Creek and requests that we restripe this section for four lanes. Although there is only 44 feet between curbs on this section, I do believe that it is adequate for four traffic lanes but as indicated in my reply to Brandvold, before this is done the four laning needs to be extended onto the Dallas-Rickreall Highway far enough so that the transition from four lanes to two lanes will not be done in the intersection of the two highways. See the attached sketch map.

I would recommend that a reconnaissance type estimate be prepared for the small amount of construction involved following which the County-City Division should be instructed to contact the City of Dallas and work up a construction agreement. This office would be glad to assist.

If you do not agree, please advise so that my answer to Brandvold might be modified.

[illegible] L. Asburry
DIVISION ENGINEER

by

Gerald [illegible]. Wimer
ASST. DIVISION ENGINEER

CWW/cg

Attach.

cc: H. S. [illegible]

NOTED
HAROLD
REYNOLDSON

RECEIVED
OCT 15 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
[illegible]

8178 N. Fk. Walla Walla River Br. 1975
Sec. of FAS 30-115 SE Milton-FW
(Grading & structure)

C & A 5247 - 3-28-75

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-119	5 [illegible] 76	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER 1	STATE COPY	Project Number RS-30-115(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 2, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 105,118	$ 105,118
Federal funds	$ 82,191	$ 105,118
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 2, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 22,927."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

3178

STATE COPY

Form Approved; O.M.B. No. 04-R2089

R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon
		COUNTY Umatilla
		PROJECT NO. RS-30-115(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co Rd., 3.5 mi. E. of Milton-Freewater

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	3-21-75	0.015

FUNDS

Pro-rate 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 105,118	FEDERAL FUNDS $ 82,191

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By J H Hensley for E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

"Paragraphs1, 3, 5, 7, 9 and 13 are not applicable."

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will .comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

Oregon State Highway Division
Salem, Oregon, May 23, 1975

Federal-Aid Project
No. RS-30-115(1)

N. FK. WALLA WALLA RIVER BRIDGE SECTION
FAS 30-115 IN UMATILLA COUNTY

Project agreement estimate.

Type Code X081
Walla Walla River Br. #10720A (Sta. 19+94 to Sta. 20+71)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Temporary Signs	124 sq.ft.	5.00	620.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	150 lin.ft.	6.00	900.00
Temporary Guide Posts	13 only	10.00	130.00
Flagmen	40 hour	11.00	440.00
Construct and Remove Detour	All Required		5,000.00
General Excavation	160 cu.yd.	6.00	960.00
Toe Trench Excavation	135 cu.yd.	5.00	675.00
Guard Rail in Stockpile	All Required		3,500.00
Loose Riprap, Class 700	220 cu.yd.	16.00	3,520.00
Filter Blanket	16 cu.yd.	15.00	240.00
Bridge Removal Work	All Required		3,500.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	270 cu.yd.	9.00	2,430.00
Structure Excavation below Elevation Shown	30 cu.yd.	10.00	300.00
Structure Concrete, Class 3300 (104 cu.yd.)	All Required		14,500.00
70'/75' Prestressed Box Beams	8 only	4,950.00	39,600.00
Reinforcement (17,700 lbs.)	All Required		4,200.00
Metal Rail with Channel	150 lin.ft.	30.00	4,500.00
			$ 91,515.00

Anticipated Items

Temporary Erosion Control	All Required	$ 1,000.00
Stage Construction Striping	All Required	100.00
		$ 1,100.00
	Sub-total	$ 92,615.00
	Engineering	12,503.00
	Total	$105,118.00

Length of Project - - - - - 0.015 mile

Federal Funds	$ 82,191.00
State Funds	11,463.50
County Funds	11,463.50
Total	$105,118.00

Group 1 - 100%
Contract No. 8178
Prefix No. 530-1029

December 10, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 4, 1975, we wrote to you concerning release of final payment on Contract No. 8178 awarded to Douglas S. Coats Construction for work on the N. Fork Walla Walla River Bridge Section of FAS 30-115 in Umatilla County.

Final payment on this contract is $4,359.86 and the total contract amount is $91,126.39. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Douglas S. Coats Construction
Route 2, Box 1620
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Salem
December 1, 1975

C. T. Keasey
Construction Engineer

Highway Project
Acceptance

F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8178, Work Completed October 10, 1975

Project N. Fk. Walla Walla R. Bridge

Highway FAS-30-115 (N. Fork Rd.) County Umatilla

Type of Work Grading and Structure

Contractor Douglas S. Coats Const.

Recommended Acceptance Date December 4, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

8178

NO. [illegible]

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

[illegible] ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION NORTH FORK WALLA WALLA RIVER BRIDGE	WEEK ENDING: 17 October 1975	
	SECTION PREFIX 530-1029	
HIGHWAY FAS 30-115 (North Fork Rd)	COUNTY UMATILLA	
NAME OF JOB [illegible] FORK WALLA WALLA RIVER BRIDGE	KIND OF WORK GRADING AND STRUCTURE	
CONTRACTOR DOUGLAS S. COATS CONSTRUCTION	CONTRACT NUMBER 8178	FEDERAL AID PROJECT NUMBER FS 30-115(1)
DATE OF CONTRACT 2[illegible] MAY 1975	DATE WORK STARTED 16 JULY 1975	ESTIMATED COMPLETION DATE 4 NOVEMBER 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 155	WORK DAYS USED CALENDAR DAYS USED 1[illegible]
PROJECT AUTHORIZATION: $106,044.18	SPECIFIED COMPLETION DATE 4 NOVEMBER 1975	PERCENT OF TIME ELAPSED [illegible]
EXCLUSIVE OF ENGINEERING: $96,782.68	ENGINEERING AUTHORIZATION $9,261.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.[illegible]
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $9[illegible],773.03	ENGINEERING COST TO DATE $8,9[illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION ~~[illegible]~~ [illegible]
ESTIMATED PERCENT OVERRUN / UNDERRUN [illegible]%	PERCENT OF AUTHORIZATION [illegible]%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING			bridge removal 100%		detour 100%		
[illegible]ES IN PROJECT							
[illegible] PARTIALLY COMPLETED							
[illegible]ES COMPLETED							
[illegible] ESTIMATED QUANTITIES (CONTRACT)							
[illegible] QUANTITIES CORRECTED TO DATE							
[illegible]MATED QUANTITIES MOVED OR PLACED TO DATE							
[illegible] DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10720A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
[illegible]	[illegible]	1		
[illegible]DAY	[illegible]	1		
MONDAY	[illegible]	1		
TUESDAY	[illegible]	1		
WEDNESDAY	[illegible]	1		
THURSDAY	[illegible]	1		
FRIDAY	[illegible]	1		
SATURDAY	[illegible]	1		

RECEIVED
OCT 20 1975
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor working on general cleanup of project throughout the week.

Engineering:

SIGNED W Ferguson LOCATION PENDLETON

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

R

March 28, 1975

Board of County Commissioners
Umatilla County
Courthouse
Pendleton, OR 97801

Attention: Miss Jessie Bell
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5247

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the North Fork Walla Walla River Bridge on North Fork Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.)

TRANSACTION NUMBER 3-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-21-75
BY (Signature): MR. RULIEN'S MARCH 6, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 32 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
32	RS-30-115(1)	0.015	114,000	89,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
NORTH FORK WALLA WALLA RIVER BRIDGE SECTION	CONSTRUCT ONE STRUCTURE WITH RELATED GUARDRAIL, RIP RAP AND DETOUR WORK.

RECEIVED
STATE HWY ENGR
MAR 25 '75
REFER TO Hunter
FOR

RECEIVED
MAR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

3-25-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE 3-21-75
SIGNATURE AND TITLE
G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

LOCATION-DESIGN APPROVAL

COUNTY: Umatilla

SECTION: N. Fork Walla Walla River Bridge

FAS NO.: 30-115

ROAD NAME: North Fork Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 80 feet long and having a 32-foot roadway. Riprap will be placed, guardrail installed, approaches constructed, and the existing bridge removed.

ESTIMATED COST: $100,000

HIGHWAY COMMISSION APPROVAL: 7/30/74

HEARING: No required. Memo to files 2/18/75

STATE CLEARINGHOUSE REVIEW: None required.

SECTION 204 REVIEW: None required.

HEARING CERTIFICATION: None required.

ENVIRONMENTAL STATEMENT: Environment assessment concurred by FHWA.

REMARKS:

APPROVED: March 6, 1975

E. Hunter

Assistant State Highway Engineer

R

PRO 6-2

March 6, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-30-115(1)

We are submitting program data for one project. Item No. 32. Project No. RS-30-115(1), "N. Fork Walla Walla River Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on April 10, 1975.

We request a waiver of District 12 Clearinghouse A-95 review based on the fact that the work involved is (1) replacement of a bridge, in kind, on existing right-of-way; (2) such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Enclosures

JG:js

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	3-6-75

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT COD
2	1	Co.Rd., 3.5 mi. E. of Milton-Freewater		200*	400	95	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ. N
3	One Bridge								RS-	30-115	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Rural Secondary	Umatilla	059

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- -	S	30-115	Co.Rd.	- -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5													
1							Co.Rd., 3.5 mi. E. of Milton-Freewater						Const conc. (L. 7 str. rail. tain Furn.
5					PE								
5					ROW								(Coun appro insta
5					CONST (CODE) X081		"N. Fk. Walla Walla Riv. Br. Sec."	0.015	114,000	89,100	12,450	12,450 (Co.)	ROW - Acces Parki none.

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		PROJECT TOTALS	0.015	114,000	89,100	12,450	12,450 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

*DHV is 45.

-over

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

3-6-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces) Co.Rd., 3.5 mi. E. of Milton-Freewater	ADT	PRESENT 200*	FUTURE 400	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 32

OSED WORK (35 typewriter	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 30-115	SEQ. NO. (1)	I. Projects Only POST MI. / DESIG.

UNDS Rural Secondary	COUNTY NAME Umatilla	CODE 059
- -	ROUTE NO. S / FEDERAL-AID 30-115 / STATE Co.Rd. / U.S. - -	PROGRAM STAGE ☐ 1 or ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd., 3.5 mi. E. of Milton-Freewater						Const. one prestressed conc. box beam bridge (L. 77'). Remove extg str. & furnish guard-rail. Const., maintain & remove detour. Furn. & place riprap.
ROW								(County to const. approach roadways & install guardrail)
CONST (CODE) X081		"N. Fk. Walla Walla Riv. Br. Sec."	0.015	114,000	89,100	12,450	12,450 (Co.)	ROW - 60' normal; Access Control-none; Parking Restrictions-none.
ARED BY		PROJECT TOTALS	0.015	114,000	89,100	12,450	12,450 (Co.)	

REMARKS

AM APPROVAL DATES

*DHV is 45.

-over-

USCOMM DUSCOMM-DC 48808-P61

N. FORK WALLA WALLA RIVER BRIDGE SEC.

PROJECT NO. RS-30-115(1)

Existing Facilities: Steel pony truss, L. 75', H.C. 18'-8".

Adjacent Sections: Variable 20-foot to 24-foot graveled surface.

Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete box beam bridge (Br. No. 10720A), 77 feet long with horizontal clearance of 31 feet 6 inches. Furnish and stockpile at the site necessary guardrail for approach roadways. Construct, maintain and remove detour. Furnish and place necessary riprap.

NOTE: County to construct road approaches to the structure and install guardrail for the approach roadways.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: No additional right-of-way required.

System Action, Airports, Railroads, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

a. State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

b. District 12 Clearinghouse - - Waiver of A-95 review being requested under the program submittal letter.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 16, 1975.

Public Hearings: Not required under the provisions of FHPM 7-7-5, par. 60. 6c

Location/Design: Approval granted under the "Secondary Roa Plan" March 6, 1975.

Control of Utilities: The State does not have, at this tim legal authority to control the use of utilities on the righ way of this project. A State-County agreement is being pre to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus route, a mail route and to-market road.

NOTE: This project is in Congressional District No. 2.

N. FORK WALLA WALLA RIVER BRIDGE SEC.

PROJECT NO. RS-30-115(1)

Facilities: Steel pony truss, L. 75', H.C. 18'-8".

t Sections: Variable 20-foot to 24-foot graveled surface.

Data: Remove existing structure and construct, on exist-
gnment, one prestressed concrete box beam bridge (Br. No.
, 77 feet long with horizontal clearance of 31 feet
s. Furnish and stockpile at the site necessary guardrail
roach roadways. Construct, maintain and remove detour.
and place necessary riprap.

County to construct road approaches to the structure and
guardrail for the approach roadways.

ons to Minimum Standards: None.

tion Assistance Payments: No additional right-of-way
ed.

Action, Airports, Railroads, Water Development, Recreation
storical Areas: None involved.

1-70 Requirements:

. State Clearinghouse - - - Exempt from A-95 review under
working agreement dated April 28, 1970.

. District 12 Clearinghouse - - Waiver of A-95 review being
requested under the program submittal letter.

-7-2 Requirements: Nonmajor action project not requiring an
nmental statement concurred in by FHWA January 16, 1975.

Public Hearings: Not required under the provisions of FHPM 7-7-5, par. ~~6a~~ 6c

Location/Design: Approval granted under the "Secondary Road Plan" March 6, 1975.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus route, a mail route and a farm-to-market road.

NOTE: This project is in Congressional District No. 2.

2172

K

MEMORANDUM TO FILES

February 18, 1975

RE: North ~~South~~ Fork Walla Walla River Bridge
North Fork Road, FAS 30-115
Umatilla County

NOTED
E. S. HUNTER

Robert H Prange

FROM: Robert H. Prange
Rural Engineer
County-City Unit

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project because of the following:

1. Additional right-of-way will not be required. It is proposed to construct the new structure within the existing right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will, in fact, be enhanced by the wider facility.

3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, an adequate detour will be provided. The existing facility, when improved, will retain its function as a two-lane, two-way road.

RHP:scr

cc: F. B. Klaboe
E. S. Hunter ✓
L. W. Rulien
W. E. Schwartz, Region 5 Engineer

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
N. Fork Walla Walla River Bridge
N. Fork Road
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 5 (W. E. Schwartz)
District 12 (H. W. Oswald)

APPROVED
ESH
E. S. Hunter
Date 2-5-75

2-5-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 5, 1974

A. PROJECT IDENTIFICATION

Name of Project North Fork Walla Walla River Bridge Section RS-30-115(-)
(Section)

Location of Project North Fork Road (Umatilla County)
(Highway Name) (Highway No., US - ORE)

(City) Umatilla County (County) 5 (Region)

Program FAS-C (Funding) $100,000 (Estimated Cost) FAS 30-115 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace present 76 x 20 foot steel "pony truss" bridge with an 80 x 32 foot reinforced concrete structure. Present structure does not meet design standards; bulkheads seriously deteriorated.

Origin and History: Request for federal funding - July 15, 1974. Bridge design presently in progress.

C. DESCRIPTION OF PROJECT

Length Reinforced concrete bridge - 80 feet long; width sufficient to accomodate
Termini a 32 foot roadway.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
...... PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right of way is existing. Southern bridge approach built on fill which transects small flood plain.

Typical Section

Structures Reinforced concrete bridge with rip-rap protection.

Characteristics (ADT) ADT is approximately 200. The bridge provides access for wheat ranchers in the vicinity of the Powerline Road (Route 30-115) and property holders on the North Fork Road.

Other General Information (or Supplemental information to items) New bridge will facilitate a 32 foot roadway. No sidewalks are included in the proposal. Contractor will construct approaches, install guardrail, place riprap and sign the project. Contractor will also remove and salvage the existing bridge for Umatilla County.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No location alternatives have been considered, as it is desirable to use the existing right-of-way.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

The proposed project is located about 5 miles S.E. of Milton Freewater, (pop. 4100) at an elevation of about 1,370 feet msl. The confluence of the forks of the Walla Walla River is ½ mile downstream (west). The foothills of the Blue Mountains rise steeply above the narrow valley floor and attain elevations in excess of 2,100 feet msl within one mile of the project. The enclosing hills are sparsely vegetated with grass and occasional low shrubs. Local riparian vegetation primarily consists of willow and cottonwood. The gravelly flood plain in the vicinity of the proposed project is small - probably not exceeding 150 feet in width. The north bank flood plain is quite narrow (0-30 feet) and culminates at a near-vertical slope comprised of a buff-colored loess. A horizontal layer of white volcanic ash occurs about midway through the loess section. The flood plain attains its maximum width on the south side of the river. The bridge approach on the south side is constructed on fill. A small terrace rises a few feet above the flood plain at this location.

Summer steelhead are the only anadromous fish species of significance in the Walla Walla River. Other fish species include Dolly Varden trout, rainbow trout, squawfish and suckers. The low water and high temperatures of the summer months constitute significant limitations in Walla Walla River fish propagation.

The surrounding land is principally utilized for pasture, orchards and the growing of wheat. Pastureland is generally confined to the narrow floodplain adjacent to the river. Orchards have been planted on the small terraces immediately south of the river. Wheat is confined to the uplands away from the river. No provisions for an alternate river crossing have made for the period during bridge construction. Motorists on the south side of the bridge will have to utilize FAS 30-115 (paved); those on the north bank will utilize the Powerline Road (Milton Freewater-Walla Walla; gravel).

Three utilities have been identified in the proximity of the proposed (and existing) bridge: electricity, telephone and television. Regional bridge engineers report that these utilities will not have to be moved.

The proposed project will require riprap. Although the materials source has not been identified, riprap will probably be obtained from the Couse Creek quarry.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Project within existing right-of-way.

Consequences:

2. Estimated Changes in Traffic Patterns: No provision for river crossing during bridge construction. Traffic must utilize FAS 30-115 and the Powerline Road. School district will make arrangement for pupils located on the north side of the river (the school is on the south side).

Consequences:

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

No significant adverse impacts are anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

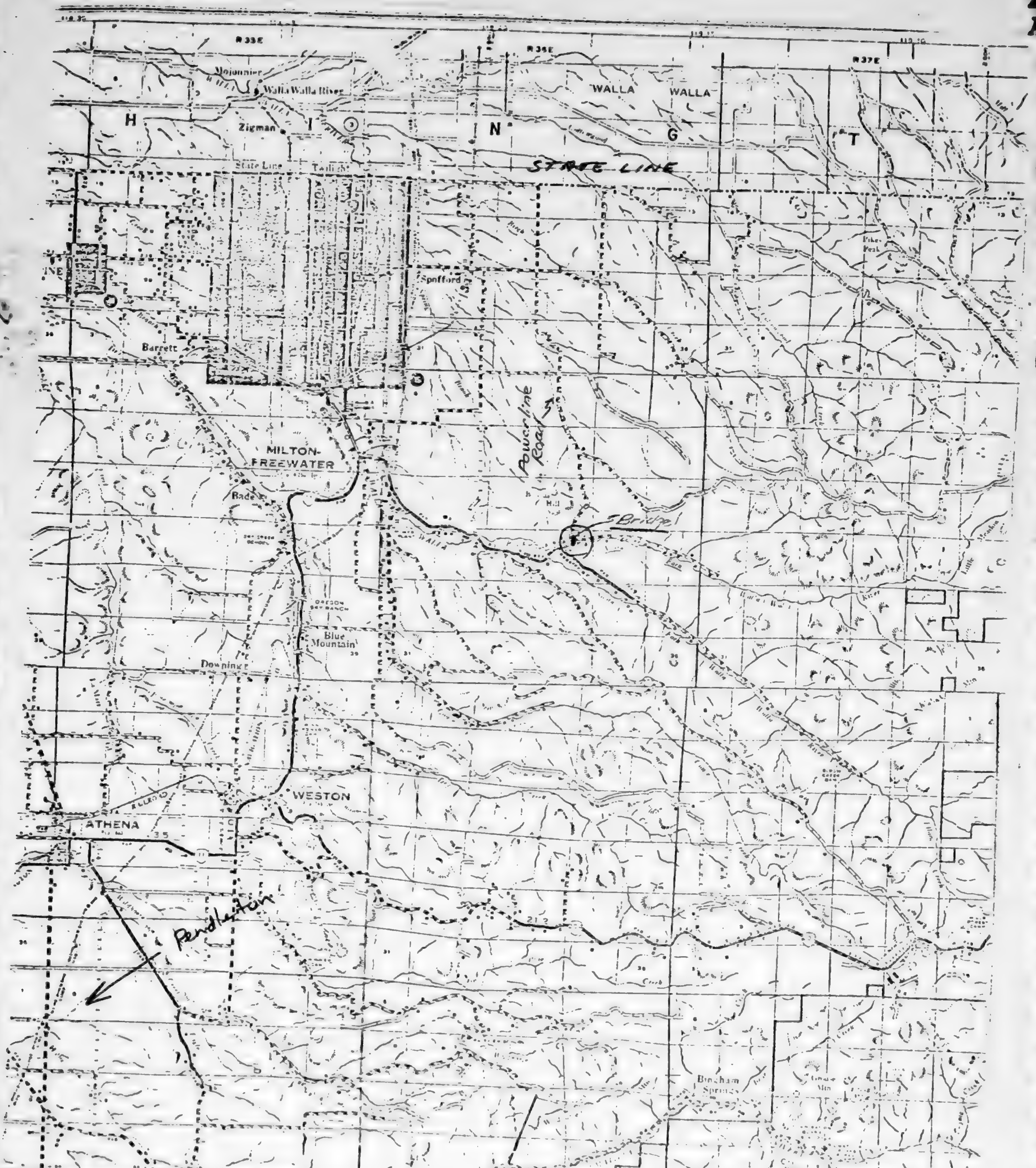
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.


R35E
R36E
R37E
Mojonnier
Walla Walla River
Zigman
WALLA
WALLA
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State Line
STATE LINE
Spofford
Barrett
MILTON-FREEWATER
Bade
Powerline Road
Bridge
Hill
Blue Mountain
Downing
WESTON
ATHENA
35
Pendleton
Bingham Springs
INDIAN
RESERVATION
UMATILLA
NATIONAL

8178

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 16, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-30-115(-)
N. Fork Walla Walla River Bridge
North Fork Road, Umatilla County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment has been reviewed. We concur in your finding that the project constitutes a non-major action. We are returning one copy of the project assessment.

1974

William H. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)
Kappus

RECEIVED
STATE HWY ENGr
JAN 22 '75
REFER TO
FOR
Info Inves R/D D/R Sign All
✓

1-23-75
Rulien - Please handle.

1-23-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
JAN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 25, 1974**

TO Oregon ~~State Highway~~ **Transportation** Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed County FAS-C Projects**
Proposed County FAS-C Cancellation

Attached are tabulations describing two proposed Federal-Aid Secondary projects; one in Umatilla County and one in Yamhill County. Clackamas County is requesting the cancellation of a previously approved Federal-Aid Secondary project.

The project requested by Umatilla County is for a bridge over the North Fork Walla Walla River on North Fork Road, FAS 30-115. The FAS funds required for this structure are estimated to be approximately $100,000, of which $11,000 will be the cost to the State.

The request by Yamhill County is for a bridge over Mosquito Creek on Middle Island Road, FAS 753. The FAS funds required for this structure are estimated to be approximately $180,000, of which $19,800 will be the cost to the State.

Clackamas County is requesting the cancellation of the Barton Bridge Section on FAS 809. The County will apply these funds to the I-5 - Boones Ferry Road Section, FAS 943.

These projects will be on the agenda for the July 30 meeting and I recommend your approval.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
H. S. Cox
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt cm

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 23, 1974

OK
ESH

TO: ✓ Mr. E. S. Hunter
Asst. State Highway Engineer
BUILDING

RE: Proposed County FAS-C Projects
Proposed County FAS-C Cancellation

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Attached are fifteen copies of the maps and tabulations locating and describing two FAS-C projects; one in Umatilla County and the other in Yamhill County. Also included is a request for the cancellation of an FAS-C project in Clackamas County.

The project requested by Umatilla County is for a bridge over the N. Fork Walla Walla River on North Fork Road, FAS 30-115.

Yamhill County is requesting a bridge project over Mosquito Creek on Middle Island Road, FAS 753.

Clackamas County is requesting the cancellation of the Barton Bridge Section on FAS 809, approved by the Highway Commission on February 5, 1968.

If satisfactory, would you please present these requests to the Oregon Transportation Commission for approval at their July 30, 1974 meeting. A draft of a suggested letter to the Commission is attached.

HR:ljt

Att.

cc: L. W. Rulien

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROPOSED FISCAL YEARS 1974 & 1975 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
UMATILLA	30-115	N. Fork Walla Walla River (N. Fork Road) Bridge Section (Structure)	$100,000	$11,000
YAMHILL	753	Mosquito Creek (Middle Island Road) Bridge Section (Structure)	180,000	19,800
		TOTAL NEW PROJECTS	$280,000	$30,800

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

CLACKAMAS	809	Barton Bridge Section (Grading & paving)	$120,000
		TOTAL	$160,000

SUMMARY BY FISCAL YEARS (FAS Funds)	1974	1975	TOTAL
Allocated Funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	571,000	4,679,000
Unprogrammed Balance	---	$3,681,000	$3,681,000
Projects Proposed - 7/30/74	---	160,000	160,000
Unprogrammed Balance	---	$3,521,000	$3,521,000

74-d
7/19/74

UMATILLA COUNTY
Proposed FAS-C Project

FAS 30-115: North Fork Walla Walla River (North Fork Road) Bridge Section; $100,000.

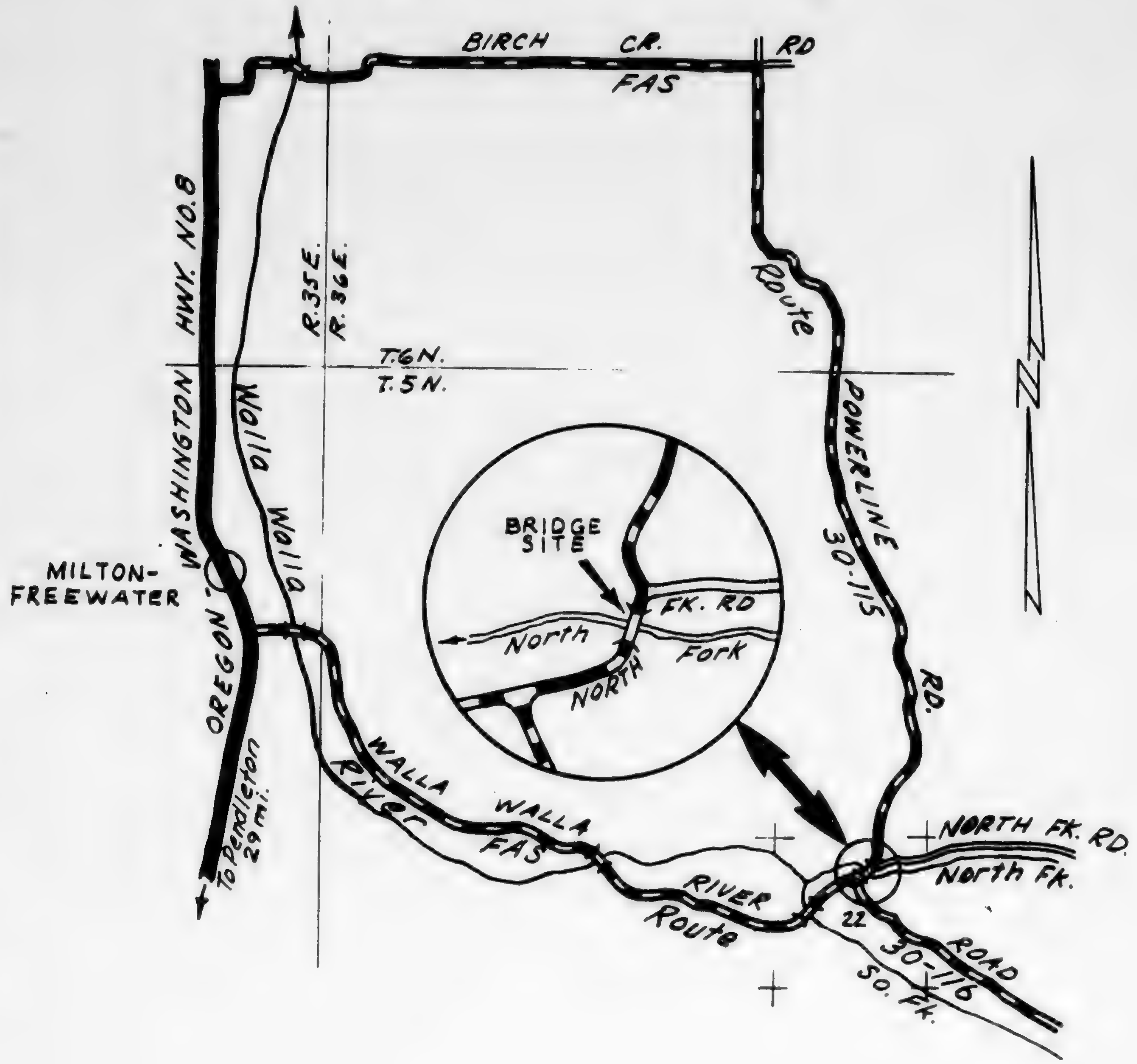
Construct a reinforced concrete bridge with a 32-foot roadway, no sidewalks. Contractor will construct approaches, install guardrail, place riprap, and sign the project. Contractor will also remove the existing bridge and salvage same for county.

State will perform all preliminary and construction engineering.

County will close the road during construction.

No additional right-of-way is required; a hearing will not be necessary.

74-d
7/22/74



N. FK. WALLA WALLA RIV. (N. FK. RD.) BRIDGE

FAS 30-115

UMATILLA COUNTY

8179 Catherine Cr. Sec. on LaGrande 1975
Baker Hwy. W of Union
(Grading & paving)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 16, 1976

AGENDA
JUN 2 9 1976

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County

7) Poormans Creek Section,
Jacksonville Highway, Jackson County

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration. ✓

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

[illegible]

COPY FOR ~~MR.~~ agenda file
From Cecil Head

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

1116

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Catherine Creek Section of the La Grande-Baker Highway in Union County,

b. Olney Cutoff Road Junction of the Nehalem Highway in Clatsop County,

c. Pine Grove-Wapinitia Road Section of the Wapinitia Highway in Wasco County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, no public hearings were required on the above sections; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Catherine Creek Section in Union County, the Olney Cutoff Road Junction Section in Clatsop County and the Pine Grove-Wapinitia Road Section in Wasco County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the route location and highway design as shown on the Engineer's map of the Catherine Creek Section of the La Grande-Baker Highway, beginning at Highway Engineer's Station 492+40 east of Hot Lake and extending in a southeasterly direction to Highway Engineer's Station 514+15.6 west of Catherine Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-611 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

June 29, 1976

1b. That the route location and highway design as shown on the Engineer's map of the Olney Cutoff Road Junction Section of the Nehalem Highway, beginning at Highway Engineer's Station 18+00 just west of the Junction and extending in an easterly and southerly direction to Highway Engineer's Station "Br" 4+00 just south of the North Fork Clatskanie River and extending back north of the river and east to Highway Engineer's Station 28+00 just east of the Junction which map for identification purposes bears Survey Design Approval Map File No. 1R-4-613 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map of the Pine Grove-Wapinitia Road Section of the Wapinitia Highway, beginning at Highway Engineer's Station 1058+40 in the community of Pine Grove and extending in an easterly direction to Highway Engineer's Station 1294+74.85 just east of Wapinitia Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-618 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

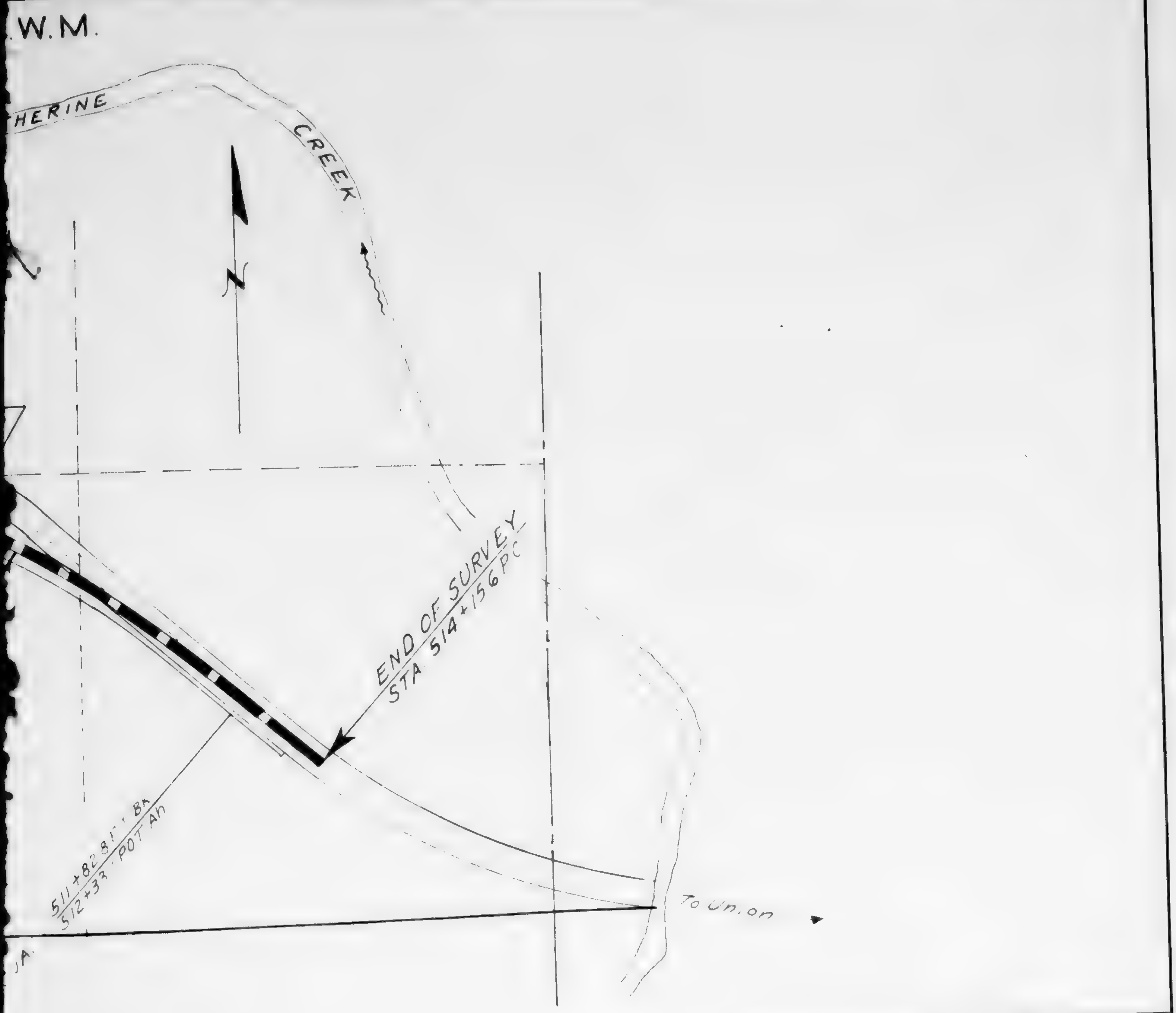
2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1976, as "Highway Corridor and Design Resolution No. 416."

June 29, 1976

1R-4-611



OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP

CATHERINE CREEK SECTION
LAGRANDE-BAKER HIGHWAY
UNION COUNTY

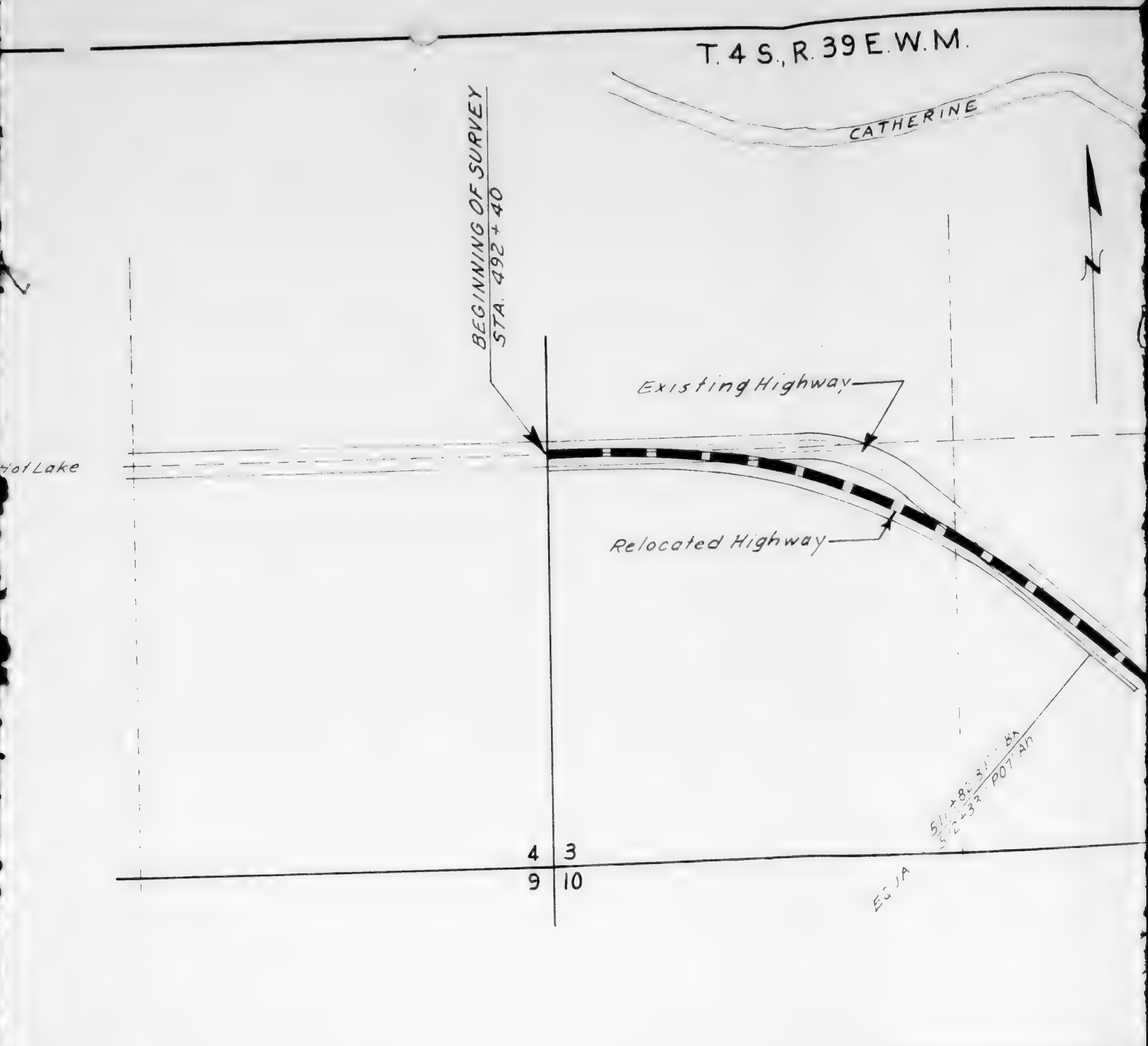
SCALE: 1" = 400'	DATE: June, 1976

FOR DETAILS SEE DRG. NO. 4B-12-3

PUBLIC HEARING .... *None Required*
THROUGHWAY RESOLUTION ADOPTED *None Required*
ACCESS CONTROL .... *None Required*

APPROVED: ...., 19.....

....
DEPUTY STATE HIGHWAY ENGINEER



PUBLIC HEARING........
THROUGHWAY RESOLUTIO
ACCESS CONTROL ---------

APPROVED:...............

DEPUTY STA

STATE COPY

cc: OSHD (M S Coulter)
Wash DC (HHO-32)

U.S. D. RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Union	DIVISION Oregon
DATE OF REPORT 5/19/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. MMS-31-001(1)
COMPLETION DATE 9/3/75	ACCEPTANCE DATE BY CONTRACT AGENCY 11/13/75	TIME ELAPSED 100 %	CONTRACT TIME 100 CWD
APPROVED EXTENSIONS None	LOCATION The project is located on the La-Grande-Baker Highway about 12 miles south of LaGrande, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ~~The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.~~

MAY 21 1976

CATHERINE CREEK SECTION
LaGRANDE-BAKER HIGHWAY
Grading and Paving

A project was constructed which upon visual inspection appears to have been constructed in reasonable close conformance to the plans.

The State, through their materials certification, indicated the materials incorporated into the project were reasonably close conformity to the approved plans and specifications.

A statement of overruns and underruns from the State indicate there were some large overruns and underruns, percentage-wise, but on a small project like this, they could be expected and are not significant.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICH[illegible] Richard A. Nichols		SIGNATURE Original s[illegible] E. J. V[illegible] Ernest J. Valach	
TITLE Area Engineer	DATE 5/20/76	TITLE District Engineer	DATE 5/21/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8179

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 16 18 | 19 22 | 2 4 | 23 24 | 5 8 | 25 27 | 9 12 | 28 30 | 13 15 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon		COUNTY Union		FEDERAL PROJECT NO. HHS-31-001(1)	URBAN ( ) RURAL (X
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A	CONSTRUCTION TYPE CODES		6201		DATE STARTED May 12, 1975
20	FINAL CONSTRUCTION COST	DOL.	112,538		DATE COMPLETED September 3, 1975
21	LENGTH OF PROJECT	MILES	0.373		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS	2,685	GROSS EARNINGS 26,224

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	61,657
	9	PETROLEUM PRODUCTS	GAL.	9,902
	1	CEMENT	BBL.	
CARD C	2	AGGREGATES PURCHASED	TON	
	92		CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	THSD. BD. FT.	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,908
	15	AGGREGATES PRODUCED	TON	7,133
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	
	17	FENCING	LIN. FT.	2,119
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
		12	30
		18	138
		36	32
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum [illegible] 6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished material should be included with contract quantities, and costs of State-furnished material should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the [illegible] within an urban area, or in a rural location.

All figures should be [illegible] department and Federal Highway Administration [illegible] neers. The total material cost and the [illegible] earnings should bear [illegible] tion amount. Also the quantities [illegible] reasonable with respect [illegible] respect to the quantities [illegible] quantity of reinforcing [illegible] concrete, and [illegible]

Average [illegible] and PT-4 of HIGHWAY [illegible] highway construction [illegible] PUBLIC ROADS [illegible] highway construction [illegible] February 19[illegible]

Generally [illegible] substantially less than [illegible] includes costs [illegible] not required to be reported [illegible] a few percent more than [illegible] the indirect [illegible] that there is an error in reporting [illegible] the figures reported are correct [illegible] sheet of paper marked "Remarks" [illegible] actually did affect a [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4)

"Final Construction Cost" - Show [illegible] costs incurred to date to [illegible] contractor and State-furnished material.

"Length of Project." - Report [illegible] roadway [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 - Report number of barrels of [illegible] Do not report here the cement included in Item 12.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe [illegible]

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and steel piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating [illegible] used for equipment and trucks. For conversion purposes [illegible] pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of [illegible]

Item 11 - Report total number of cubic yards of ready mixed concrete [illegible] purchased precast units, plus [illegible] excluding Item [illegible]

Item 12 - [illegible] of bituminous paving mixtures [illegible] ready for placement as they [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, [illegible] concrete drain and [illegible]

Item 14 - Report [illegible] number of linear feet of clay pipe and [illegible]

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel [illegible] produced by the contractor.

Item 16 - [illegible] tubular pipe, etc. [illegible]

Items 17, 18 and 19 - [illegible]

Item 22 - [illegible] at the [illegible] of all construction [illegible] for and used on the project, [illegible] signing and lighting, and the cost of [illegible] specifically listed [illegible]. Costs of equipment [illegible] cost of operating the equipment, [illegible] lubricants, should not be included in this [illegible] jackhammers, handtools, repair [illegible] supplies. Costs of such items [illegible] not be included. The amount included [illegible] paid by the con[illegible] costs of excavat[illegible] Wages and man-hours for aggre[illegible] included with Item 30.

Item 23 - [illegible] for all types of signs including [illegible] Do not include traffic [illegible]

Item 24 - [illegible] for highway and bridge lighting [illegible] standards, wire, switches, luminaires, [illegible] Do not include traffic signals.

Item 25 - Report, by size, number of linear feet of corrugated alum[illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all [illegible] on the project including those on operation [illegible] and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used [illegible] with Items 17, 18, 19, 23 and 24 should [illegible] [illegible]ted unless difficulties are encountered in segregating such quantities from total [illegible]

May 3, 1976

Linn Sanitary Service
2725 S.W. 33rd
Redmond, OR 97756

Gentlemen:

Thank you for your recent letter advising us that you have received payment in full on April 21, 1976, from Cody Logging and Construction Company, subcontractor to O'Hair Construction Company.

This appears to be in reference to your claim in the amount of $188.73 on Contract No. 8220 and $170.00 on Contract No. 8179.

This information is being noted in our records, and we will advise the surety and the principal contractor that this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Robert H. O'Hair and O'Hair
Construction Co.
P. O. Box 3188
Redding, CA 96001

OREGON STATE
HIGHWAY DIVISION

[illegible] • [illegible] • [illegible]

[illegible]

AGENDA
[illegible]

TO: Transportation [illegible]
[illegible]

ORIGINAL SIGNED BY
[illegible]

FROM: [illegible]
[illegible]

SUBJECT: Catherine Creek Section
Contract No. [illegible]
Request for Increase in Project Authorization

A [illegible] percent overrun has occurred on this project which was completed September 3. This was a short grading, surfacing and paving project only [illegible] mile on the [illegible] secondary highway. The project involved flattening a [illegible]-degree curve to a 3-degree curve with three stages of construction under traffic. [illegible] Construction was the contractor.

The overrun is due to quantity overruns on two items and an engineering overrun. There was a [illegible] percent overrun in flagging (392 hours versus 130 hours bid). Even though the typical section was reduced from a [illegible]-foot top paved width down to a 32-foot width, the excavation and embankment item overran $6,439.96. When the embankment was started, the material was very wet so the fill was constructed in thin lifts, rolling and aerating many times which, along with subsidence, caused a [illegible] percent shrinkage in the embankment. This was a high hazard secondary federal-aid project and the additional work is all federal participating.

The low money volume of work on this kind of project, which included 17 different bid items for grading, surfacing and paving in a sequence of three stages of traffic simply does not permit levels of production that utilize engineering most efficiently. As a result, the engineering cost overran $4,217.65. The project was completed within the 100 days' contract time allowed.

Your approval is requested for an increase of $10,677.61 to a new total authorization of $128,161.22. This matter will be on the agenda for your consideration at the December 18 meeting.

Jack Graham

bc: C. W. Head
G. M. Baldwin
I. S. Hunter
H. S. Coulter
C. L. Veasey
Vern E. Skoog
W. E. Schwartz
Gary Sund

w/forms

JAB:[illegible]:dp7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 5, 1975

FILE: CON 5 #8179

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Catherine Creek Section
Contract No. 8179
Request for Increase in
Project Authorization

Herewith Form E-372 showing a 9.07 percent overrun of this project. The work was all completed September 3. This was a short grading, surfacing and paving project only 0.37 miles long to replace a 10 degree curve with a 3 degree curve and with three stages of construction under traffic. D Mc D Corporation was the contractor.

The overrun is due to quantity overruns and engineering. There was a 290 percent overrun in flagging (390 hours versus 100 hours bid). Even though the typical section was reduced from a 40 ft. top paved width down to a 32 ft. width, the excavation and embankment item still overran almost $6,500. When the embankment was started, the material was very wet so the fill was constructed in thin lifts, rolling and aerating many times which along with subsidence accumulated a 37 percent shrinkage in embankments.

The engineer's reference to the long duration of the contract work in explaining engineering overrun is a little misleading, I believe. The work day count on this project started May 27 with 100 days allowed. This was a reasonable amount of time for this size project and it was completed in just 100 days with no lengthy stop work orders. The low money volume of work on this kind of project which included 17 different bid items for grading, surfacing and paving in a sequence of three stages of traffic simply doesn't permit levels of production that utilize engineering most efficiently.

Rough draft letter to the Transportation Commission is attached requesting an increase of $10,677.61 to a new total authorization of $128,361.22.

JAB:fr

Att.

cc: Robert Church

RECEIVED
[illegible] 8 1975
Office of
Asst. State Highway Engineer

8179

November 18, 1975

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
921 S.W. Washington Street
Portland, OR 97205

Gentlemen

On November 17, 1975, we wrote to you concerning release of final payment on Contract No. 8179 awarded to D Mc D Corporation for work on the Catherine Creek Section of the La Grande-Baker Highway in Union County.

Final payment on this contract is $5,581.60 and the total contract amount is $112,021.83 including $389.75 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Catherine Creek

WEEK ENDING: October 31, 1975

SECTION PREFIX: 31-1083

HIGHWAY: La Grande-Baker

COUNTY: Union

NAME OF JOB: Catherine Creek Section

KIND OF WORK: Grading and Paving

CONTRACTOR: D. McD. Corp.

CONTRACT NUMBER: 8179

FEDERAL AID PROJECT NUMBER: HES-31-001(1)

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 12, 1975

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 100

WORK DAYS USED

CALENDAR DAYS USED 100

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 117683.61

EXCLUSIVE OF ENGINEERING: $ 108351.87

ENGINEERING AUTHORIZATION $ 9331.74

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 112589.52

This Week 0.00

ENGINEERING COST TO DATE $ 15771.70

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 3.9 %

PERCENT OF AUTHORIZATION 169.0 %

DATE PROJECT WAS COMPLETED: Sept. 3, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.4	0.4			0.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	"	"			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9500 cy	7650 ton			1970 ton
TOTAL QUANTITIES CORRECTED TO DATE		7133 ton			1908 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		" "			" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Clear, cool	0		
MONDAY 27	Cldy, cold	0		
TUESDAY 28	Clear, cold	0		
WEDNESDAY 29	Cldy, cool	0		
THURSDAY 30	Same	0		
FRIDAY 31	Clear, cold	0		BEN GIFFORD
SATURDAY 25	Cldy, rain, cold	0		

RECEIVED
NOV 3 1975
CONSTRUCTION
SECTION

Keasey K
Bond B
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Betz

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	Semi-final Estimate completed and turned in this date.
THURSDAY	No activity,
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

This is final weekly report; Semi-Final Estimate turned in Wed, October 29, 1975.

SIGNED H M Fillmore LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

TRA 1-6

R

STATE HWY ENGR
MAY 30 '75
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JUN 3 '75
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act

The Honorable James H. Newby
Sheriff of Josephine County
P. O. Box 579
Grants Pass, OR 97526

May 28, 1975

Dear Sheriff Newby:

This will further acknowledge your letter dated April 2, 1975, requesting a traffic signal investigation at the intersection of US199 with Fairgrounds Road and Union Avenue.

A traffic signal investigation recently completed at this intersection reveals that none of the standard warrants are met for signalization at this time, with the exception of the Interruption of Continuous Traffic Warrant.

Various warrants are used to determine the need for signalization and due to the large number of requests for signalization, a Statewide Traffic Signal Priority Listing has been developed with intersections ranked by assigning weighted values to the various warrants. The Interruption of Continuous Traffic Warrant has a relatively low weighted value and the current placement for this intersection on the Statewide Signal Priority Listing is approximately No. 45 and could be considered for signalization only when funds become available.

Due to the current shortage of funds, signalization is not being considered for any of the signals on the Priority List at this time.

The only other possible means for funding would be as a state bond project, if the Rogue Valley Council of Governments elected to change their priorities and make this project a top priority.

By a copy of this letter, I am recommending that our Salem office place this intersection at the appropriate location on the Statewide Priority Listing to be considered for signalization when funds become available.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/KDO/dt

cc: R. L. Schroeder
L. E. George
George Thornton

5/19/75

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Redwood Highway No. 25 at Fairgrounds Road
Josephine County

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1209	1234	1332	1475	1641	1300	1202	1181
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	75	59	74	98	105	93	123	66
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	2	0	0	0	0	0	3

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	8
Minor Street	105	2
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	420	8
Pedestrian Volume	105	2
4. Accident Experience:		
Preventable Accidents (last 12 months)	1	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	N/A	
Minimum Warrant	800	

Date of Traffic Count May 7 & 8, 1975

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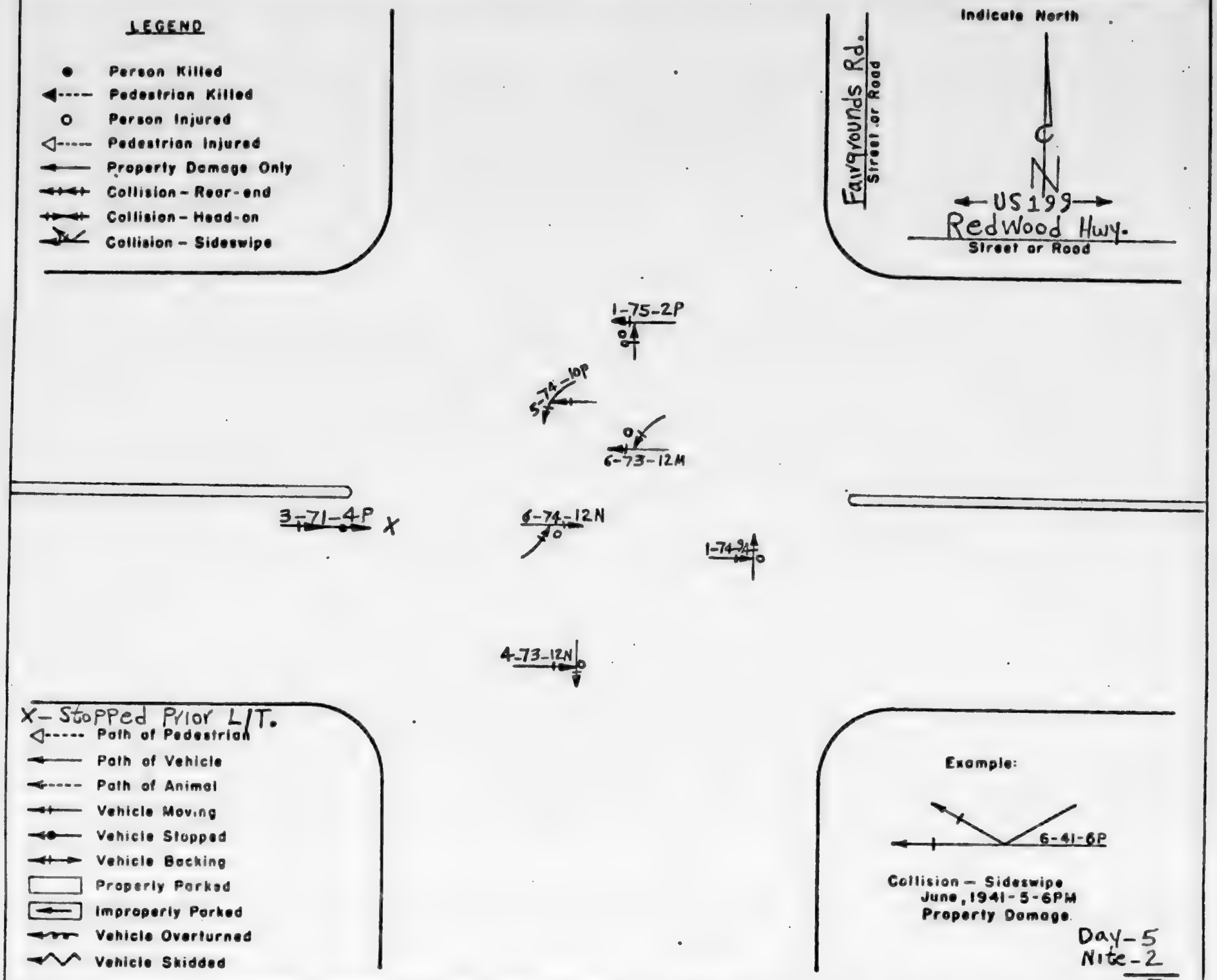
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
xx 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

527

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis
COLLISION DIAGRAM

City of ______ County Josephine
Intersection of Redwood Hwy. and Fairgrounds Rd.
Highway Number 25 (US199) MP.0.79
Period Covered 1-1-71 To 2-28-75
Compiled by CS Drawn by ______ Date 5-6-75



LEGEND

●	Person Killed
◁----	Pedestrian Killed
o	Person Injured
◁----	Pedestrian Injured
←——	Property Damage Only
←+←+	Collision - Rear-end
←+→	Collision - Head-on
⟋	Collision - Sideswipe

X - Stopped Prior L/T.

◁----	Path of Pedestrian
←——	Path of Vehicle
←----	Path of Animal
←+—	Vehicle Moving
←●—	Vehicle Stopped
←+→	Vehicle Backing
▭	Properly Parked
▭	Improperly Parked
←ᵥᵥ	Vehicle Overturned
←∧∧	Vehicle Skidded

Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage

Day-5
Nite-2
7

Collision Type	1971 - 1972				1973				1974				2 Mos. 1975				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1		1		1		1		1		3		3
Head-on																				
Rear-end			1	1																
Sideswipe																			1	1
Turning Movement						1		1		1	1	2						2	1	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1		2		2		2	1	3		1		1		5	2	7

Form E-260—2M—11-45 5/70

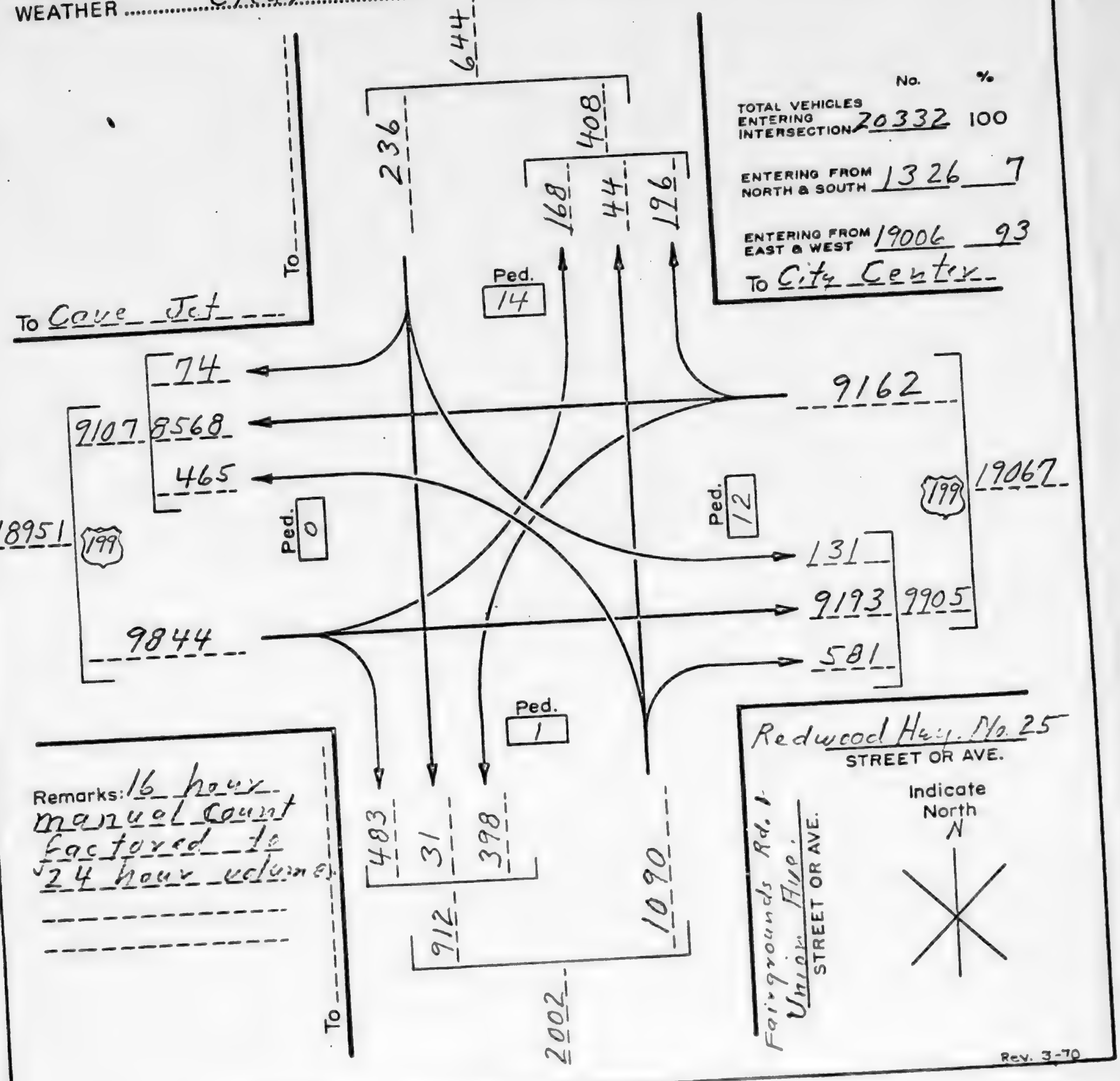
F HIGHWAY DIVISION

EGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 5/7/8/ 1975
DAY OF WEEK Wed - Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A to 10 P
WEATHER Clear

CITY OR COUNTY Grants Pass
INTERSECTION OF Redwood Hwy. #25 & Fairgrounds Rd. & Union Ave.
MILE POST 0.75
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	20332	100
ENTERING FROM NORTH & SOUTH	1326	7
ENTERING FROM EAST & WEST	19006	93

Remarks: 16 hour manual count factored to 24 hour volume

Redwood Hwy. No. 25 STREET OR AVE.

Fairgrounds Rd. & Union Ave. STREET OR AVE.

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date 5/7/8/ 1975
Day of week Wed. - Thur.
Hours counted 6 AM to 10 PM
Weather Clear

Classification

City or County Grants Pass
Intersection Redwood Hwy. No.
& Fairgrounds Rd. & Uni
Mile Post 0.15
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS				PED
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A. M.	6:00- 7:00							96	288	7	5	11	2	409	7	2	402	98		103	299	7	5
	7:00- 8:00	1	7		4	1	6	289	582	10	19	12	13	944	40	4	904	96	2	306	598	38	
	8:00- 9:00	4	13	2	9	2	2	421	588	22	23	27	14	1127	47	4	1060	96	8	456	624	39	
	9:00-10:00	5	8	3	11	4	3	428	512	35	30	29	24	1092	69	6	1023	94	12	471	552	57	
	10:00-11:00	3	10	7	10	2	4	558	548	26	32	35	30	1259	78	6	1181	94	12	588	593	66	
	11:00-12:00	2	4	3	10		1	426	596	33	41	26	24	1166	71	6	1095	94	5	463	632	66	
P. M.	12:00- 1:00	5	5	4	8	1	3	538	591	25	45	42	27	1294	85	7	1209	93	10	568	641	75	
	1:00- 2:00	12	11	4	20		2	533	601	17	29	52	28	1309	75	6	1234	94	16	561	673	59	
	2:00- 3:00	10	11	4	14			563	670	40	50	34	24	1420	88	6	1332	94	14	614	718	74	
	3:00- 4:00	9	13	8	13			741	621	46	57	41	41	1590	115	7	1475	93	17	800	675	98	1
	4:00- 5:00	8	13	6	27	4	2	800	723	34	51	44	52	1764	123	7	1641	93	18	847	794	105	3
	5:00- 6:00	16	19	7	11	2	3	696	526	23	53	25	37	1416	118	8	1300	92	25	738	562	93	1
	6:00- 7:00	6	11	3	5	2	1	692	458	16	59	20	63	1336	134	10	1202	90	11	719	483	123	3
	7:00- 8:00	9	29	7	5	1	8	419	379	18	9	12	22	918	56	6	862	94	17	466	396	39	4
	8:00- 9:00	9	18	3	1		4	309	308	11	14	14	13	704	43	6	661	94	12	338	323	31	
	9:00-10:00	20	6	6	5	9	1	280	366	5	11	15	9	733	56	8	677	92	35	291	386	21	2
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total		131	196	74	168	31	44	8568	9193	398	581	483	465	20332	1326	7	19006	93	236	9162	9844	1090	14
16-Hour total		119	178	67	153	28	40	7789	8357	362	528	439	423	18483	1205	7	17278	93	214	8329	8949	991	
—-Hour total																							
Control																							
Factor																							

Tabulated by B.Y.

Checked by

Fairgrounds Rd. & Union Ave St. is North and South

Redwood Hwy. No. 25 St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

5/7/8/ 1975
Wed - Thur.
d 6 PM to 10 PM
Clear

Classification

City or County Grants Pass
Intersection Redwood Hwy. No. 25
& Fairgrounds Rd. & Union Ave
Mile Post 0.75
Classification All Vehicles

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North S O	East S O	West S O	South S O
				96	288	7	5	11	2	409	7	2	402	98		103	299	7				
	4	1	6	289	582	10	19	12	13	944	40	4	904	96	2	306	598	38		1		
2	9	2	2	421	588	22	23	27	14	1127	47	4	1080	96	8	456	624	39				
3	11	4	3	428	512	35	30	29	24	1092	69	6	1023	94	12	471	552	57		3		
7	10	2	4	558	548	20	32	35	30	1259	78	6	1181	94	12	588	593	66		- 2		
3	10		1	426	596	33	41	26	24	1166	71	6	1095	94	5	463	632	66		2		
4	8	1	3	538	591	25	45	42	27	1294	85	7	1209	93	10	568	641	75		-		
4	20		2	533	601	17	29	52	28	1309	75	6	1234	94	16	561	673	59		-		
4	14			563	670	40	50	34	24	1420	88	6	1332	94	14	614	718	74	1	-		
8	13			741	621	46	57	41	41	1590	115	7	1475	93	17	800	675	98	3	-		
6	27	4	2	800	723	44	51	44	52	1764	123	7	1641	93	18	847	794	105	1	-		1
7	11	2	3	696	526	23	53	25	37	1418	118	8	1300	92	25	738	562	93	3	-		
3	5	2	1	692	458	16	59	20	63	1336	134	10	1202	90	11	719	483	123	4	- 3		
7	5	1	8	419	379	18	9	12	22	918	56	6	862	94	17	466	396	39				
3	1		4	309	308	11	14	14	13	704	43	6	661	94	12	338	323	31	2	1		
6	5	9	1	280	366	5	11	15	9	733	56	8	677	92	35	291	386	21				
74	168	31	44	8568	9193	398	581	483	465	20332	1326	7	19006	93	236	9162	9844	1090	14	12	0	1
67	153	28	40	7789	8357	362	528	439	423	18483	1205	7	17278	93	214	8329	8949	991				

Tabulated by B.Y.

Checked by

grounds Rd. [illegible] uth

[illegible] est

5-21 Report will be in from Field
in about a week.

June 11
~~May~~

[illegible] Straub
[illegible]XX

April 11, 1975

The Honorable James H. Newby
Sheriff of Josephine County
Post Office Box 579
Grants Pass, Oregon 97526

Dear Sheriff Newby:

This is in reply to your letter of April 2 requesting a traffic investigation at the intersections of US199 with Fairgrounds Road and Union Avenue. Our Regional Engineer in Roseburg, Mr. Alfred Shirley, will make such an investigation as soon as his schedule will permit.

I must apologize for our previous reply to your request. We had assumed you were concerned about the intersections of US199 with Redwood Avenue and West Fairgrounds Road. As you are aware, a traffic signal is being installed on US199 and its connection to Redwood Avenue.

As soon as we have the results of the investigation, you will be notified.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
Alfred Shirley - Please investigate and report.

RLS:ab

JOSEPHINE COUNTY OREGON

JAMES H. NEWBY - SHERIFF

TO SERVE AND PROTECT

P. O. Box 579 • GRANTS PASS, OREGON 97526

Area Code 503 Telephone 476-4444

RECEIVED
STATE HWY ENGR
APR 9 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act. | File ✓

[illegible]
investigate [illegible] make
[illegible] letter

April 2, 1975

Oregon State Highway Commission
Salem, Oregon 97301

Gentlemen:

This letter is a follow up to my previous one dated January 30, 1975 in which I asked that you give your earnest consideration to a critical traffic problem that exists in our county at the intersection of State Highway 199 and Fairgrounds Road to Union Avenue.

An intermittent traffic flow survey was conducted at this intersection and pictures were taken of several types of vehicles that use the intersecting streets.

There has been a steady increase in the flow of traffic through this intersection due to the growth of several businesses in the immediate area. The nearby lumber mill, S. H. and W., has increased their volume, the Morris Lumber Mill has tripled their volume of output and number of employees just within the past three years. A new business, Cartwright Meat Company, has moved into this area within the past year. Several businesses have moved into this area on Union Avenue with the egress through the subject intersection.

Several business people were contacted and they stated that approximately forty (40) logging trucks enter and exit in this area; twenty (20) lumber (finished) trucks, five (5) truckloads of chips, three (3) truck loads of shavings, five (5) truckloads of bark move in and out from the S. H. and W. Mill, which normally employes sixty-five people; that horse trailers cross Highway 199 about twenty times daily and at least twice that during the week ends; that there are twenty two horse shows a year at the Fairgrounds horse arena, and there are numerous horses being ridden or led through this intersection daily, particularly in the late afternoon when the traffic flow is the heaviest.

RECEIVED
APR 10 19

JOSEPHINE COUNTY OREGON
JAMES H. NEWBY - SHERIFF
P. O. Box 579 • GRANTS PASS, OREGON 97526
Area Code 503 Telephone 476-4444

page 2 cont'd

Additionally, there are "fifth wheel" horse trailers and long-bed dump trucks that utilize this intersection.

The horse and horse trailer traffic is due to the horse barn and exercise equipment located on the Fairgrounds property and the "horse hotel" located on the other side of the intersection. This "horse hotel" is located on Union Avenue and features an exercise area with exercise equipment, as well as stalls for rent by the day, week, or month.

With the photographs enclosed and with the minimum of information as furnished above, I would again ask that you initiate a study of this condition.

Your consideration of our problem will be heartily appreciated.

Yours truly,

James H. Newby

James H. Newby, Sheriff

HN/al

Enclosure

RECEIVED
STATE HWY ENGR
APR 9 '75
REFER TO
FOR

179

5-19-75

R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5117	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	rm Approved; O.M.B. No. 04-R2089 ATE: Oregon COUNTY: Union PROJECT NO.: HHS-31-001(1) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 203, 1.4 mi. SE of Hot Lake, S. 0.36 mi. (MP 12.02 to MP 12.38)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-9-74	0.373
RIGHTS-OF-WAY		
CONSTRUCTION	4-2-75	0.373
OTHER *(Specify)*		

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 116,454	$ 104,808

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

orm PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. HHS-31-001(1) Safety

CATHERINE CREEK SECTION

LA GRANDE-BAKER HIGHWAY IN UNION COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 3,500.00

Type Code 6201
Roadway (Sta. 492+82 to Sta. 513+00)

Temporary Protection and Direction of Traffic	All	Required		$ 2,500.00
Temporary Signs	350	sq.ft.	8.00	2,800:00
Flagmen	100	hour	15.00	1,500.00
Removal of Structures and Obstructions	All	Required		1,000.00
General Excavation	9,500	cu.yd.	2.35	22,325.00
Extra for Selected Topsoil Material	1,050	cu.yd.	1.50	1,575.00
Finishing Roadbed and Slopes	All	Required		1,500.00
Watering	240	M-gal.	5.00	1,200.00
1" - 0 Aggregate Base	5,600	cu.yd.	4.65	26,040.00
Class "B" or Class "C" Asphalt Concrete Mixture	1,970	ton	12.00	23,640.00
Asphalt Cement in Mixture	130	ton	80.00	10,400.00
12-inch Culvert Pipe	46	lin.ft.	9.00	414.00
18-inch Culvert Pipe	160	lin.ft.	13.00	2,080.00
36-inch Culvert Pipe	32	lin.ft.	26.00	832.00
Type 2 Fence	2,300	lin.ft.	1.10	2,530.00
Guide Posts	20	only	15.00	300.00
Roadside Seeding and Mulching	2	acre	700.00	1,400.00
				$102,036.00

Anticipated Items

Temporary Erosion Control (E.W.)	All	Required		$ 500.00
Permanent Pavement Striping	All	Required		150.00
				$ 650.00
	Subtotal			$102,686.00
	Engineering			10,268.00
	Total			$112,954.00

Length of Project - - - - - - 0.373 mile
Cost of Roadway per Mile- - - $302,825.74

Retained in Program Status

Work by California Pacific Utilities	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	Engineering	100.00
	Total	$ 1,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,500.00	$ 3,150.00	$ 350.00
Roadway	112,954.00	101,658.00	11,296.00
Subtotals	$116,454.00	$104,808.00	$11,646.00
Retained in Program	1,100.00	990.00	110.00
Totals	$117,554.00	$105,798.00	$11,756.00

Group 1 - 100%

Contract No. 8179

Prefix Nos.: PE 31-1914
31-1083

8177 5 7 75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-31-001(1)

STATE PROJECT NO. Catherine Creek Section

FROM:

G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. HH-5

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR
MAY 9 '75
REFER TO Schneider
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Kubin - FAA
Copy - Chidsey 5-12-75

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE May 7, 1975

FEDERAL ROUTE NUMBER Secondary Route 31-001

STATE ROUTE NUMBER La Grande Baker Highway Route No. 66

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

You are now authorized to proceed with actual adjustments for California Pacific Utilities Company electrical facilities effective May 7, 1975. Reimbursement on an agreed lump sum basis of $453.95 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandum dated April 26, 1974 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the California Pacific Utility Co. consisting of your Utilities & Railroad Engineer's 3-19-75 letter, the California Pacific Utility Co.'s April 17, 1975 letter, and the plans and estimate furnished by Mr. Preston's April 28, 1975 letter. Mr. Harlin Gerlack's Affidavit of California Pacific Utility Co. property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

RECEIVED
MAY 9 1975
Office of
Assistant State Highway Engineer

DATE 5-7-75

SIGNATURE OF APPROVING OFFICIAL C R Burgard for

TITLE Division Engineer

FORM PR-1240 (REV. 8-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5/9 4-1 R.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-31-001(1)

STATE PROJECT NO.: Catherine Creek Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-5

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
7/.
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 2, 1975	April 2, 1975	Secondary Route 31-001
		STATE ROUTE NUMBER
		La Grade-Baker Hwy Primary No. 66

GENERAL LOCATION:
SR 203 1.4 mi southeast of Hot Lake
(M.P. 12.02 to 12.38)

GENERAL DESCRIPTION OF WORK:
Grade, drain and high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Temporary Erosion Control $ 500

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with item listed above as shown in your Estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: April 14, 1975

SIGNATURE OF APPROVING OFFICIAL: CR Burghardt

TITLE: for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

SFM 9-9-74 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-31-001(1)

STATE PROJECT NO. CATHERINE CREEK SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. HHS-5

COUNTY NAME UNION

PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE SEPTEMBER 9, 1974

FEDERAL ROUTE NUMBER SECONDARY ROUTE 31-001

STATE ROUTE NUMBER PRIMARY ROUTE 66

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
E. S. HUNTER

RECEIVED
SEP 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ORIGINAL TO
L.W. Rulien
9-10-74

Hunter

DATE 9-9-74

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

STOCKS OF FORM PR-1240 (REV. 6-68)

R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BUREA

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19) (20):
PROJECT LOCATION (45 typewriter spaces) 21: S.R. 203, 1.4 mi SE of Hot Lake, S 0.36 mi 65
ADT: 1,600
FUTURE (66): 2,200 (70)
YEAR (71): 94 (72)
REGION (74): 10 (75)
STATE NAME: [illegible]
STATE CODE (2): 41

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28: P.E., Gr., Dr., High-type Pave. 62
NATL. FOREST (63) (65)
FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF 70 | DA AREA 71 | EMERG. YR 72 73 | PL AUTH YR 74 75 | PREFIX LETTER(S) 14
PROJECT NUMBER — NUMBER-AGR. NO.: 31-001 (1)

CARD 4 — CLASS OF FEDERAL FUNDS [1]: (Section 209) High-hazard Locations
COUNTY NAME: Union
NAME OF URBAN AREA 17-31: ---
F.A. SYSTEM: Secondary
RTE NO.: S
FEDERAL AID: 31-[illegible]
STATE (32): 66 (36)

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER PROPOSED
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (70)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED stage 2	5	HHS-31-001(1)	S.R. 203, 1.4 mi SE of Hot Lake, S 0.36 mi. (MP 12.02 to MP 12.38) "Catherine Creek Sec."	0.36	30,000	27,000	3,00	Gr., Dr., Hig 2-12' lanes w shoulders.
										PROJECT TOTAL	0.36	30,000	27,000	3,0	
5					PE ROW CONST		RE-QUESTED REVISION stage 2	5	HHS-31-001(1)	S.R. 203, 1.4 mi SE of Hot Lake, S 0.36 mi. (MP 12.02 to MP 12.38) "Catherine Creek Sec."	0.36 0.36	1,800 (16) 30,000 (23)	1,620 (24) 27,000 (30)	13 3,0	P.E. all phase Gr., Dr., High 2-12' lanes w shoulders
										PROJECT TOTAL	0.36	31,800	28,620	3,1	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐
CARD 1 — COLUMN 14 ——→ CODE 11
PROJECT WITHDRAWN YES ☐ CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To include in the character of proposed work all phas s of preliminary necessary for PS & E preparation; to include in the project cost th estimated cost o increase the total cost and federal funds for this additional w k; urther to obtain to proceed with all phases of P.E. involved.

DATE OF INITIAL APPROVAL: April 26, 1974

OTHER:

179

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 29, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ACTION NO.

TO W.O.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	S.R. 203, 1.4 mi SE of Hot Lake, S 0.36 mi		1,600	2,200	94	10	Oregon	41	142	5

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
., Dr., High-type Pave.								[illegible]	31-001 (1)		

FOR MISCELLANEOUS FUNDS ONLY

I PROJECTS ONLY

EDERAL FUNDS ¹ (Section 209) High-hazard Locations

COUNTY NAME Union

CODE 061

RBAN AREA ---

F.A. SYSTEM Secondary

RTE NO.	FEDERAL AID	STATE	U.S.
S	31-001	66	--

JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
		PE ROW CONST		ITEM AS NOW PROGRAMED stage 2	5	HHS-31-001(1)	S.R. 203, 1.4 mi SE of Hot Lake, S 0.36 mi. (MP 12.02 to MP 12.38) "Catherine Creek Sec."	0.36	30,000	27,000	3,000	Gr., Dr., High-type Pave. 2-12' lanes with 6' shoulders.
							PROJECT TOTAL	0.36	30,000	27,000	3,000	
		PE ROW CONST		REQUESTED REVISION stage 2	5	HHS-31-001(1)	S.R. 203, 1.4 mi SE of Hot Lake, S 0.36 mi. (MP 12.02 to MP 12.38) "Catherine Creek Sec."	0.36 0.36	1,800 30,000	1,620 27,000	130 3,000	P.E. all phases; Gr., Dr., High-type Pave. 2-12' lanes with 6' shoulders
							PROJECT TOTAL	0.36	31,800	28,620	3,18	

or PR-9 has been submitted st 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

plitting into two or more projects. Prepare a form PR-1 for all cts resulting from such action.

REASON FOR CHANGE: To include in the character of proposed work all phases of preliminary engineering necessary for PS & E preparation; to include in the project cost the estimated cost of the P.E. and increase the total cost and federal funds for this additional work; further to obtain authorization to proceed with all phases of P.E. involved.

APPROVAL: 26, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 29, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

s transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

3179

R

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSATION NUMBERS 5-4 THRU 5-8

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

PAGE 1 OF 2

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-26-74
BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 1 THRU 5

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1	HHS-201(4)	0.0	40,000	36,000	N. E. KILLINGSWORTH AT N.E. COLUMBIA SECTION. MULTNOMAH COUNTY STATE OF OREGON.	INSTALL 2-PHASE ACTUATED SIGNALS.
2	HHS-316(13)	0.0	7,000	6,300	SUNSET HIGHWAY AT TUALATIN VALLEY HIGHWAY. MULTNOMAH COUNTY STATEOF OREGON	REVISE WESTBOUND EXIT SIGNING.
3	HHS-56(5)	0.0	40,000	36,000	NORTH PACIFIC BLVD. AT ALBANY AVENUE SECTION LINN COUNTY - STATE OF OREGON	INSTALL 5-PHASE ACTUATED SIGNALS.

REMARKS (Division)

I CONCUR IN THE NEGATIVE DECLARATIONS AS STATED ON THE BACK OF EACH PR-1 FOR THE SUBJECT PROJECTS.

I FURTHER CONCUR THAT PROCEDURES SET FORTH IN VOL. 6, CHAPTER 8, SECTION 2, SUBSECTION 5, PARAGRAPH 5D OF THE FEDERAL HIGHWAY MANUAL APPLY TO THE SUBJECT PROJECTS.

YOU ARE AUTHORIZED TO PROCEED WITH UTILITY PREPARATORY WORK WHEREVER PROGRAMED.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-26-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to [illegible] funds for the undertaking.

FORM PR-48
(Rev. 6-71)

GPO 915-890

R

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSATION NUMBERS 5-4 THRU 5-8

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

PAGE 1 OF 2

STATE HIGHWAY DEPARTMENT: OREGON	DATE: 4-26-74
BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER	
TITLE: PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1 THRU 5

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1	HHS-201(4)	0.0	40,000	36,000	N. E. KILLINGSWORTH AT N.E. COLUMBIA SECTION. MULTNOMAH COUNTY STATE OF OREGON.	INSTALL 2-PHASE ACTUATED SIGNALS.
2	HHS-318(13)	0.0	7,000	6,300	SUNSET HIGHWAY AT TUALATIN VALLEY HIGHWAY. MULTNOMAH COUNTY STATEOF OREGON	REVISE WESTBOUND EXIT SIGNING.
3	HHS-56(5)	0.0	40,000	36,000	NORTH PACIFIC BLVD. AT ALBANY AVENUE SECTION LINN COUNTY - STATE OF OREGON	INSTALL 5-PHASE ACTUATED SIGNALS.

REMARKS (Division)

I CONCUR IN THE NEGATIVE DECLARATIONS AS STATED ON THE BACK OF EACH PR-1 FOR THE SUBJECT PROJECTS.

I FURTHER CONCUR THAT PROCEDURES SET FORTH IN VOL. 6, CHAPTER 8, SECTION 2, SUBSECTION 5, PARAGRAPH 5D OF THE FEDERAL HIGHWAY MANUAL APPLY TO THE SUBJECT PROJECTS.

YOU ARE AUTHORIZED TO PROCEED WITH UTILITY PREPARATORY WORK WHEREVER PROGRAMED.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE: 4-26-74	SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 6-71)

179

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

PAGE 2 OF 2

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-26-74
BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 1 THRU 5

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
4	HHS-309(8)	0.0	9,000	8,100	WARM SPRINGS HIGHWAY AT SIMNASHO ROAD. WASCO COUNTY-STATE OF OREGON	CHANNELIZATION CONSISTING OF NECESSARY WIDENING, PAVEMENT MARKING, AND SIGNING TO PROVIDE LEFT TURN REFUGE.
5	HHS-31-001(1)	0.36	30,000	27,000	CATHERINE CREEK SECTION UNION COUNTY-STATE OF OREGON	CURVE REALIGNMENT, GRADE, DRAIN AND HIGH TYPE PAVEMENT.

April 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
High-Hazard Location Projects

We are submitting program data for five High-Hazard Location Projects, Item Numbers 1 through 5, which we desire to have included in the High-Hazard Locations Program under Section [illegible] of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your authorization for the use of timesaving procedures as enumerated in Vol. 6, Chap. 3, Sec. 2, Sub sec. 5, Par. 5d of the Federal-aid Highway Program Manual and further request your concurrence of the following:

1. These projects are exempt from clearinghouse notifications and review as they will have no effect on the decisions or public works activities of concern to the clearinghouse agencies. (This is substantiated by the fact that the projects are exempt through working agreements with the various clearinghouses, except with District 3 and 13 Clearinghouses as noted on the PR-1 form for Item Nos. 4 and 5.

2. That the requirement of 3C Planning is not applicable to the projects as they will not result in the alteration of land use or traffic flow patterns and therefore could not cause any change in planning completed or underway.

3. The Negative Environmental Declaration as set forth on the back of each of the PR-1 forms.

4. That the requirements of PPM 20-8 (Vol. 7, Chap. 7, Sec. 5) as to public hearing, location and design approval and notification of these is not applicable if 1, 2 and 3 preceding are approved or concurred in.

Enclosed are narrative and accident data for each project, prepared by our Traffic Section.

Enc.

JG:js

HHS-31-001(1)

PROPOSED SAFETY PROJECTS
1973 Highway Safety Act
Section 209

Hwy. 66 M.P. 12.00 - M.P. 12.40

It is recommended that the horizontal curve between M.P. 12.00 and M.P. 12.40 on Highway 66 be improved.

This curve is the most westerly curve in a series of curves between Hot Lake and Union. The safe speed of the curve is 45 MPH eastbound and 40 MPH westbound. This project would increase the radius of curvature and thus increase the safe speed. The section from La Grande to the proposed project consists of mostly tangent roadway with 55 MPH operation.

In addition to realignment of the roadway, the existing straight line of utility poles adjacent to the tangent should be relocated. It is possible that drivers could be drawn off the road by the continuing line of poles. The remaining work would consist of signing, striping and delineators.

During the period January 1, 1970 to June 30, 1973, there have been three reported accidents with two persons killed and five persons injured. The 1973 ADT was 1,600 vehicles per day. Considering low ADT, there may have been near misses where no opposing traffic was present.

This project should increase the overall safety of this highway and eliminate the hazard of head-on collisions and non-collision accidents.

Estimated Cost: $30,000.

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION
La Grande - Baker Hwy.
3 Miles west of Union
Hwy. No. 66 Rte. No. ORE 203
From M.P. 12.00
To M.P. 12.40
Period Covered:
1-1-70 to 6-30-73

	COLLISION TYPE													CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
1970													0						
1971		1						1					2	2			2	4	
1972													0						
(6 Months) 1973								1					1		1			1	
Total		1						2					3	2	1		2	5	

Form E-593-6

HHS-31-001(1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-18-74

Budget Bureau No. 41-R20

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) S.R. 203, 1.4 mi SE of Hot Lake, S. 0.36 mi 21 65	ADT	PRESENT 1,600*	FUTURE 2,200 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) HHS- 14 23	NUMBER 31-001 7

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High-hazard Locations	COUNTY NAME Union			
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERAL-AID 31-001 (32)	STATE 66 (36) (37)	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53	S.R. 203, 1.4 mi. SE of Hot Lake, S. 0.36 mi. (MP 12.02 to MP 12.38)	(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) 6201 Y060		"Catherine Creek Sec."	0.36	30,000	27,000	3,000	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.36	30,000	27,000	3,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*DHV is 200 for this location.

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

4-18-74

OJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S.R. 203, 1.4 mi SE of Hot Lake, S. 0.36 mi	**ADT**	1,600*	2,200	94	10	Oregon	41	142	5

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
-Type Pave		▨	▨	▨	▨			HHS-	31-001	(1)		

DS (Section 209) High-hazard Locations

--

COUNTY NAME	CODE	PROGRAM STAGE
Union	061	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	31-001	66	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		S.R. 203, 1.4 mi. SE of Hot Lake, S. 0.36 mi. (MP 12.02 to MP 12.38)						Gr., dr., High-type Pave. 2 - 12' lanes with 6' shoulders.
ROW								
CONST (CODE) (Safety) 6201 Y060		"Catherine Creek Sec."	0.36	30,000	27,000	3,000		ROW - 80' min; Access control - none; Parking restrictions- none; Utilities adj. req. incl. preparatory work.
BY		PROJECT TOTALS	0.36	30,000	27,000	3,000		

APPROVAL DATES

REMARKS

*DHV is 200 for this location.

-over-

USCOMM DUSCOMM-DC 48908-P61

CATHERINE CREEK SECTION
PROJECT NO. HHS-31-001(1)

Existing Facilities: 22-foot bituminous surface with 3-foot paved shoulders.

Adjacent Sections: Roadway same as previously described existing facilities.

Project Data: The work, on improved alignment, consists of grade, drain and high-type pave two 12' lanes with 6' paved shoulders.

Clearinghouse Requirements of IM 50-1-70, PPM 20-8 Requirements: Waiver being requested under "timesaving procedures" set forth in paragraph 5d, Vol. 6, Chap. 8, Sec. 2, Subsec. 5, of the Federal-aid Highway Program manual. NOTE: Although there is no working agreement with District 13 Clearinghouse the project is exempt from State Clearinghouse A-95 review and comments under working agreement dated April 28, 1970.

Requirement of PPM 90-1:

Negative Environmental Declaration: The purpose of the project is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concerns that traffic hazards associated with accidents and injury to the highway user are eliminated or minimized in their effect.

The project consists of increasing the radius of curvature of the most westerly curve in a series of curves between Hot Lake and Union. This particular curve is located at the easterly end of a section, from La Grande to the proposed project, which consists of mostly tangent roadway with high speed operation. Since the safe speed of the existing curve is 45 MPH for eastbound traffic and 40 MPH for westbound traffic, this introduces a situation that the driver is not conditioned for. Increasing the safe speed of this curve by increasing the radius of curvature represents a direct and noncomplicated approach to elimination of the safety deficiency of the existing substandard curve by placing the motorist in an environment which is fundamentally safer because it is more likely to compensate for the driving error he may possibly make, i.e., enter the curve at a high speed. By providing a flatter curve at this location a considerable reduction in possible and actual accident severity and number will be realized.

Adequate signing will protect the motorist while the work is in progress.

Additional right-of-way will be required for the new alignment, however, the land to be acquired from the one property owner involved is not substantial (approx. 2.2 acres). No residences or other improvements are affected. The property owner will be contacted and the purpose of the project will be explained and his comments will be documented in the files.

The proposed line revision is essential to provide added safety t the road user. The benefits to the public will outweigh the effects of the small loss of private land.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

NOTE: (1) This project is being programmed as a "Safety Project" because it is the opinion of the State Highway Division that the substandard curve has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16 (Vol. 6, Chap. 8, Sec. 2, Subsec.1), based on the fact that the curve has experienced a high number of accidents. The proposed realignment of the roadway by increasing the radius of the curve which will increase the safe speed at which the curve can be traversed will reduce substantially the potential hazard of head-on collisions and non-collision accidents at this location.
(2) This project is in Congressional District No. 2.

Utilities: Adjustment of the following (Type Code Y060)
California Pacific Utilities, Inc. - - - - - $500

8180 SW Canterbury Ln.-Tualatin 1975
R. Sec. Pac. Hwy. W. S. of Tigard
(Grade, pave & signals)

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER [illegible] 11-57		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 4	[illegible]	Project Number U-73(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 13, 1975,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 280,225	$ 280,225
Federal funds	$ 219,107	$ 240,433
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL94-30 to a net of $39,792.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

for: G. L. Green

Project

Oregon State Highway Division Salem, Oregon, October 11, 1976	Federal-Aid Project No. U-73(20)

S.W. Canterberry Lane - Tualatin River Section
Pacific Highway West In Washington County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (MP 10.36 to MP 12.15)

Total same as pervious estimate of May 4, 1976.	$280,225.00

Length of Project - - - - - 1.60 miles

Cost of Roadway Per Mile- - $175,140.62

*Federal Funds	$240,433.00
State Funds	39,792.00
TOTAL	$280,225.00

Group 1-85% Group 7-15%
Contract No. 8180
Prefix 34-1069

*Increase Federal Aid Pro Rata to 85.8%

STATE CO

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-101
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Washington
Project Number U-73(20) Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 280,225	$ 280,225
Federal funds	$ 219,107	$ 280,225
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 61,118."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8/80

STATE COPY

15

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-73
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State	Oregon
County	Washington
Project Number	U-73(20) Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 279,603	$ 280,225
Federal funds	$ 218,620	$ 219,107
Other revisions		

This modification is made for the following reasons:

To include authorized State force work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division Salem, Oregon May 4, 1976	Federal Aid Project No. U- 73(20) Safety

S.W. Canterberry Ln.-Tualatin River Section
Pacific Hwy. West in Washington County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 10.36 to M.P. 12.15)

Subtotal on previous estimate of February 24, 1976		$ 254,185.10
Additional Approved Item SFO 4 Rebuilding of Steps	All Required	565.00
	Subtotal	$ 254,750.10
	Engineering	25,474.90
	TOTAL	$ 280,225.00

Length of Roadway - - - - - - - - - - - - - -	1.60 Miles
Cost of Roadway per mile - - - - - - - - -	$175,140.62
Federal Funds - - - - - - - - - - - - - - - -	$219,107.00
State Funds - - - - - - - - - - - - - - - - -	61,118.00
TOTAL	$280,225.00

Group 1 - 85% Group 7 - 15%
Contract No. - 8180
Prefix - 34-1069

8180

STATE COPY

15

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
3-32

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-71

Form Approved; O M B No. 04-R2089

State
Oregon

County
Washington

Project Number
U-73(20)Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 274,852	$ 279,603
Federal funds	$ 214,906	$ 218,620
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. U-73(20) Safety

S.W. Canterberry Ln.-Tualatin River Section
Pacific Hwy. West in Washington County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 10.36 to M.P. 12.15)

Subtotal on previous estimate of May 7, 1975		$249,866.00
Additional Approved Items		
EWO 1 Install 8-inch Perforated Pipe	All Required	2,519.30
EWO 2 Permanent Signing	All Required	198.78
EWO 3 Furnish and Install 18-inch Concrete Pipe	All Required	119.02
SFO 3 Relocate Strain Pole	All Required	1,482.00
	Increase	$ 4,319.10
	Subtotal	$254,185.10
	Engineering	25,417.90
	Total	$279,603.00

Length of Roadway - - - - - - - - - - - - 1.60 Miles

Cost of Roadway per mile - - - - - - - $174,751.87

Federal Funds -		$218,620.00
State Funds -		60,983.00
	Total	$279,603.00

Group 1 - 85% Group 7 - 15%
Contract No 8180
Prefix 34-1069

rm Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-98	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5 - 7	STATE Oregon COUNTY Washington PROJECT NO. U-73(20) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Tualatin River North 1.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-2-75	1.60
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 274,852	$ 214,906

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______ *(Division Engineer)*
G. L. Green

Date executed by Division Engineer ______

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. U-73(20) Safety

S.W. CANTERBURY LN.-TUALATIN RIVER SECTION

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 10.55 to M.P. 12.15)

Mobilization	All Required		$ 10,533.00
Temporary Protection and Direction of Traffic	All Required		1,200.00
Temporary Signs	320 sq.ft.	7.50	2,400.00
Flagmen	240 hour	15.00	3,600.00
Clearing and Grubbing	All Required		360.00
Removal of Structures and Obstructions	All Required		360.00
Embankment in Place	1,540 cu.yd.	6.10	9,394.00
Watering	60 M-gal.	10.00	600.00
1" - 0 Aggregate Base	**3,500 ton**	4.73	16,555.00
Class "C" Mod. Asphalt Concrete Mixture	6,450 ton	9.50	61,275.00
Class "C" Asphalt Concrete Mixture In Leveling and Base Course	4,350 ton	8.26	35,931.00
Asphalt Cement in Mixture	735 ton	66.00	48,510.00
Portland Cement in Class "C" Mod. Mixture	65 ton	48.00	3,120.00
Asphalt in Tack Coat	24 ton	200.00	4,800.00
12-inch Culvert Pipe	100 lin.ft.	8.00	800.00
Guard Rail, Type 2A	2,875 lin.ft.	9.00	25,875.00
Guard Rail, Type 3	75 lin.ft.	17.80	1,335.00
Guard Rail Anchors, Type 1	7 only	355.00	2,485.00
Guard Rail Anchors, Type 2	4 only	315.00	1,260.00
Extra for Guard Rail Bridge Connections	3 only	470.00	1,410.00
Rail End Pieces, Type A	5 only	28.00	140.00
Rail End Pieces, Type C	6 only	120.00	720.00
Concrete Walks	90 sq.yd.	7.90	711.00
Concrete Curbs	185 lin.ft.	3.60	666.00
Extra for Asphalt Approaches	46 only	192.00	8,832.00
Guide Posts	190 only	17.00	3,230.00
Adjusting Manhole	1 only	144.00	144.00
Adjusting Inlets	1 only	120.00	120.00
			$246,366.00

Additional Items

Temporary Erosion Control	All Required	$ 1,000.00
Relocate Flashing Beacon Support Poles	All Required	1,000.00
Permanent Pavement Striping	All Required	1,500.00
		$ 3,500.00
	Subtotal	$249,866.00
	Engineering	24,986.00
	Total	$274,852.00

Length of Roadway - - - - - - - - 1.60 Miles

Cost of Roadway - - - - - - - - - $171,782.50

Retained in Program Status

Permanent Signing	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	Engineering	100.00
	Total	$ 1,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$274,852.00	$214,906.00	$59,946.00
Retained in Program	1,100.00	860.00	240.00
Totals	$275,952.00	$215,766.00	$60,186.00

Group 1 - 85% Group 7 - 15%

Contract No. 8180

Prefix: 34-1069

S.W. CANTERBURY LN.-TUALATIN RIVER SECTION

Nonparticipating - State Work

Traffic Signal Installation, Complete (Bid Item)	All Required	$45,090.00
State Responsibility for Damages	All Required	500.00
Signal Controller Testing	All Required	500.00
		$46,090.00

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 7-14-76	REPORT MADE BY W.N. Bryant, Area Engr		PROJECT NO. U-73(20)
COMPLETION DATE 1-2-76	ACCEPTANCE DATE BY CONTRACT AGENCY 4-14-76	TIME ELAPSED 80 %	CONTRACT TIME 280 C.D.
APPROVED EXTENSIONS None	LOCATION S.R. 99W beginning at Tualatin River crossing MP12.15 north 1.6 miles to MP10.55		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 16 1976
Washington

S.W. CANTERBURY LANE - TUALATIN RIVER
PACIFIC HIGHWAY WEST
Grading, Paving, and Signals

The work completed under this contract consisted of the construction of an asphalt concrete pavement overlay, construction of left turn refuges at 6 locations, installation of traffic signals, and other incidental work as required on 1.60 miles of Pacific Highway West (99W) beginning at the City of Tigard and extending southerly to the Tualatin River crossing. A program revision was subsequently approved to extend the northerly limits of the project 0.12 miles from the intersection of SW Canterbury Lane to Gaarde Street in order to connect the overlay to a previously placed overlay.

All contract work was completed in reasonable close conformance with the plans and specifications, including approved changes, on January 2, 1976 at a final cost of $333,636.96 or approximately 1 percent above the authorized amount of $331,045.06. The above amount includes $298,734.31 for contract items, $2,334.36 for anticipated work $4,120.32 for contingencies and $28,446.97 for engineering. There were no major significant overruns or underruns.

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W.N.Bryant W. N. Bryant Area Engineer		SIGNATURE E. J. Valach	
TITLE Area Engr	DATE 7-14-76	TITLE District Engr	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* (blocks 2–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Washington	U-73(20)	URBAN X RURAL

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED May 6, 1975
20	FINAL CONSTRUCTION COST	DOL.	304,098		DATE COMPLETED January 2, 1976
21	LENGTH OF PROJECT	MILES	1.72		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS - Attach plain sheet of paper)*

ITEM			TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR		3,128	31,789

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	129,938
	9	PETROLEUM PRODUCTS	GAL.	9,225
	1	CEMENT	BBL.	200
CARD C	2 92	AGGREGATE PURCHASED	TON	16,971
	3	BITUMINOUS MATERIAL		
	4	LUMBER		
CARD D	5	TIMBER PILING		
	7	REINFORCING STEEL		600
	8	STRUCTURAL STEEL		
	10			
CARD E	11			33
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	
	15 95	AGGREGATE PRODUCED	TON	
CARD F	16			
	17	FENCING		
	18	GUARDRAIL		3,150
	19	BRIDGE RAIL		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	200
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52, 53–61, 62–)

CULVERT ITEMS

CARD	ITEM		SIZE In.	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT		
CARD J	13	CONCRETE PIPE	12	221
CARD K	14			
CARD L	25	CORR. ALUMINUM CULVERT		
CARD M	26	CAST IRON PIPE		

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

TO

FROM

BJEC

C

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All

The

The p

acceptance of

(3 copies) Materials & Labor, Form PR 47

Laboratory Materials Certification

Statement of Overruns and Underruns

Progress Estimate and Cost Report, Form E-498

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State-furnished materials should be added to Item 2[illegible] "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible] the figures reported [illegible] sheet of paper marked [illegible] actually [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" State best estimate [illegible] costs incurred to date [illegible] contractor, and State-furnished materials.

"Length of Project." [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

Item 4 Report all lumber products purchased for and used on the project including plywood and pressed wood but excluding timber [illegible] fencing, guardrail and signs and [illegible] purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 Report timber piling in linear feet regardless of size.

Item 6 - Report by size, regardless of [illegible] linear feet of corrugated steel pipe, structural plate pipe [illegible]

Item 7 Report total number of pounds [illegible] and pavement [illegible]

Item 8 [illegible]

Item 9 [illegible]

Item 10 [illegible]

Item 11 [illegible]

Item 12 [illegible]

Item 13 [illegible] drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 [illegible] as sand [illegible]

Item 16 [illegible]

Items 17, 18 and 19 [illegible]

Item 22 [illegible] and should not [illegible]

Item 23 [illegible]

Item 24 [illegible]

Item 25 [illegible]

Item 26 [illegible]

Item 30 Report [illegible] worked [illegible] and earnings of all [illegible] on the project including [illegible] operation and maintenance of equipment.

---

*Quantities of steel, concrete and timber [illegible] in connection with Items 1[illegible], 1[illegible], 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from [illegible].

June 23, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. U-73(20)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 8180 , Work Completed January 2, 1976

Project S.W. Canterbury Lane-Tualatin River

Highway Pacific West

County Washington

Acceptance: Transportation Commission April 14, 1976

Federal Highway Administration January 20, 1976

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, are attached.

Statement of Materials & Labor, Form PR 47
(3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DC:bb

cc: R. Hacek
R. D. Church

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8180, 8303 & 8332

We received your safekeeping receipt No. 206683, covering CD #00249788, $270,000. This replaces matured certificate 4-213388, $270,000 which has matured.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$40,000	($10,000)
8127	193,000	193,000	----
8136	20,000	20,000	----
8180	----	15,000	(15,000)
8303	10,000	----	10,000
unallocated	----	2,000	(2,000)
8332	17,000	----	17,000
Total	$270,000	$270,000	------

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Const. Co. R. Church
bc: C.W. Head J. Bond C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206683 1

DATE April 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$270,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 4/30/76 Due 6/1/76 Interest at Maturity Ctf. # 00249788 @ 270M; n/o Cascade Construction Co.,Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

April 28, 1976

RECEIVED
APR 30 1976
CONTRACT ACCOUNTING

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson, Safekeeping

Gentlemen:

Cascade will be replacing its Time CD which matures April 30, 1976 with a new purchase in the same amount. The contracts involved are as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 40,000	$ 30,000	$(10,000)
8127	193,000	193,000	-
8136	20,000	20,000	-
8180	15,000	-	(15,000)
8303	-	10,000	10,000
8332	-	17,000	17,000
Unallocated	2,000	-	(2,000)
	270,000	270,000	-

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attn: Janice Peterson

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206683 covering $270,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $193,000.00 on Contract #8127, $20,000.00 on Contract #8136, $10,000.00 on Contract #8303, $17,000 on Contract #8332.

This C/D renews Safekeeping Receipt #206416 in amount of $270,000.00 which matured on 4/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
MAY 04 1976
CONTRACT ACCOUNTING

[illegible]

RECEIVED
MAY - 3 1976
HIGHWAY ACCOUNTING

8180

April 20, 1976

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Gentlemen:

On April 15, 1976, we wrote to you concerning release of final payment on Contract No. 8180 awarded to Cascade Construction Company, Inc. for work on the SW Canterbury Lane-Tualatin River Section of the Pacific Highway West in Washington County.

The total contract amount is $301,571.41 including $2,837.10 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Building
Portland, OR 97205

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8136 and 8180

We received your safekeeping receipt No. 206416, covering TCD #4 213338, $270,000. This replaces TCD Nos. 4 213726, $250,000 and 4 210622, $50,000, which matured March 31, 1976. The above transactions affect deposits in lieu of retainage on our contracts with Cascade Construction as follows:

Contract	Prior Deposit	Current Deposit	Net Decrease
8064	$ 68,000	$ 40,000	($28,000)
8127	193,000	193,000	---
8136	20,000	20,000	---
8180	15,000	15,000	---
Unallocated	4,000	2,000	(2,000)
TOTAL	$300,000	$270,000	($30,000)

Copies of the safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

BY ____________________
Janice Peterson
Contract Payments Executive

cc: Cascade Construction Co.

JP/jm
Enc.

bc: C.W. Head ✓
J. Bond

R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **206416**

DATE 3/31/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$ 270,000.00

USNB of Oregon Nonnegotiable Time C/D 5%
Dated 3/31/76 Due 4/30/76
Interest At Maturity

CUSIP

Cert # 4 213388 @ 270M; N/O Cascade Construction Co., Inc.
"Fundsto be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

Johnson

NOT NEGOTIABLE

19-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 30, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

Attention: Janice Peterson

Gentlemen:

This is to confirm our telephone conversation regarding the renewal of time CD's currently pledged to your department. As of March 31, 1976, I have instructed the U.S. National Bank to purchase for Cascade's account a Time CD in the amount of $270,000.00 to mature April 30, 1976 which is to be held in safekeeping for your account. The allocation of the $270,000.00 is as follows:

Contract	Amount
8127	$193,000
8064	40,000
8136	20,000
8180	15,000
Unallocated	2,000
Total	270,000

RECEIVED
APR 02 1976
CONTRACT ACCOUNTING

I am hopeful that the retainage on all of the contracts can be substantially reduced by the April 30th maturity date.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: U.S. National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: Ella Anderson

RECEIVED
APR 1 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 31, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206416 covering $270,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $193,000.00 on Contract #8127, $40,000.00 on Contract #8064, $20,000.00 on Contract #8136, $15,000.00 on Contract #8180, $2,000.00 is unallocated.

This C/D partially renews Safekeeping Receipt #205631 in amount of $250,000.00 and Safekeeping Receipt #206145 in amount of $50,000.00 which matured on 3/31/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Department

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

#2180

3-15-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PR... NO.	" 73 (20)
...TE PROJECT NO.	SW Canterbury Lane-Tualatin River
COUNTY NAME	Washington
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	U-135

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '76
REFER TO
FOR
Info Inves R/D D.R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4-2-75	2-18-76	Primary Route 9 / Primary Route 1W

GENERAL LOCATION:

Station 156+60 (MP 10.55)

GENERAL DESCRIPTION OF WORK:

Rebuilding of steps.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 2-18-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the estimated amount of $565 - Federal Funds $440.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/15/76	G. K. Hessner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Construction ~~Office~~ Engineer.

State Printing

Form [illegible]-05—5M

1-P

73

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name S. W. Canterbury Lane–Tualatin River

Date February 3, 1976, 19 76

Highway Pacific Highway West

Contract No. 81[illegible]0

F. A. Project No. U-73(20)

County Washington

Prefix 34-10[illegible]

Account No. 236-04

Description of Work To Be Done: [illegible] is in place used by public at S.W. Canterbury Lane Southbound Bus Stop. This includes approximately 1-ton asphalt mix, 20 lin. ft. of 2"x10" boards; 24 steel rods. This is to build about 12 steps 20-inches wide. Also, 34' of 1½" pipe and miscellaneous fittings and ½ cy of concrete.

APPROVED EFFECTIVE DATE 2/18/76
Contingent upon modification of project agreement if additional funds are required.
BY G K Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 3/15/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Station 1[illegible]+00 (M.P. 10.55)

Estimate of Quantities and Costs:

Materials = $110.00
[illegible] = $ 75.00
Labor = $[illegible]0.00
Total = $555.00

Explanation: Guardrail installation through this area caused some damage to original dirt steps. Access through the guardrail has been providied so commuters could continue to reach the bus stop but the steps need to be rebuilt. It would [illegible] traffic [illegible] crosses here.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $337,945.06
Present estimate of project cost, including $555.00 for work under this order $337,945.[illegible]
Expected under-run / over-run (amount) . . . . $ -0-
Expected under-run / over-run (per cent) . . . . . . -0-

Space to right of this line is for use of Salem Office

Submitted by: ROBERT [illegible] HARRIS Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: p. Division Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ ~~Office~~ Engineer.
Construction

State Printing

8 · 80

13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Canterbury Lane-Tualatin River

WEEK ENDING: March 12, 1976

SECTION PREFIX: 34-106[illegible]

HIGHWAY: [illegible]cific Hig[illegible]y [illegible]t

COUNTY: [illegible]ashington

NAME OF JOB: S.W. Canterbury Lane-Tualatin River

KIND OF WORK: Grading, Paving and Traffic Signals

CONTRACTOR: [illegible] Construction Company

CONTRACT NUMBER: [illegible]180

FEDERAL AID PROJECT NUMBER: U-73(20)

DATE OF CONTRACT: [illegible]y 2, 1975

DATE WORK STARTED: [illegible]y 6, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 1[illegible]

CALENDAR DAYS USED: [illegible]

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $337,045.06

EXCLUSIVE OF ENGINEERING: $310,319.02

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 301,665.38 $313,323

ENGINEERING AUTHORIZATION: $26,726.04

ENGINEERING COST TO DATE: $25,472.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 79.3[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT OVERRUN / UNDERRUN: Underrun 3 %

PERCENT OF AUTHORIZATION: 95.[illegible] %

DATE PROJECT WAS COMPLETED: Grading and Paving 9/27/75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5	0.5			
MILES PARTIALLY COMPLETED					1.8
MILES COMPLETED	0.5	0.5			1.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,[illegible] cy	5,[illegible] cy			10,[illegible] ton
TOTAL QUANTITIES CORRECTED TO DATE	[illegible] cy	[illegible],801 cy			11,14[illegible] ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]4 cy	[illegible] cy			11,14[illegible] ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
[illegible]rch 7 SUNDAY	Show[illegible]	[illegible]		
MONDAY 8	Fair	0		
TUESDAY 9	Fair			
WEDNESDAY 10	Showers	0		
THURSDAY 11	Fair	0		
FRIDAY ~~12~~ 12	Fair	0		
SATURDAY [illegible]	Fair	0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 16 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

BEN GIFFORD

8 · 10

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Canterbury Lane-Tualatin River	WEEK ENDING: March 13, 1976	SECTION PREFIX: 34-1069
HIGHWAY: Pacific Highway West	COUNTY: Washington	
NAME OF JOB: S.W. Canterbury Lane-Tualatin River	KIND OF WORK: Grading, Paving and Traffic Signals	
CONTRACTOR: Cascade Construction Company	CONTRACT NUMBER: 8180	FEDERAL AID PROJECT NUMBER: U-73(20)
DATE OF CONTRACT: May 2, 1975	DATE WORK STARTED: May 6, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 125 & 200	CALENDAR DAYS USED [illegible]
PROJECT AUTHORIZATION: $337,045.06	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $310,319.02	ENGINEERING AUTHORIZATION $26,726.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST [illegible]
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $~~311,331~~ 301,665.38	ENGINEERING COST TO DATE $25,472.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION [illegible]
ESTIMATED PERCENT OVERRUN UNDERRUN: Underrun 3 %	PERCENT OF AUTHORIZATION [illegible] %	DATE PROJECT WAS COMPLETED: Grading and Paving 9/27/'75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	[illegible]	3.5			1.8
MILES PARTIALLY COMPLETED					
MILES COMPLETED	[illegible]	[illegible]			1.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible] cy	[illegible] cy			[illegible] ton
TOTAL QUANTITIES CORRECTED TO DATE	[illegible] cy	[illegible] cy			[illegible] ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible] cy	[illegible] cy			[illegible] ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
March 7 SUNDAY	[illegible]	0		
8 MONDAY	Fair	0		
9 TUESDAY	Fair			
10 WEDNESDAY	[illegible]			
11 THURSDAY	Fair	0		
~~12~~ 13 FRIDAY	Fair	0		
6 SATURDAY	Fair	0		

Routing
Keasey K RECEIVED Richards
Bond Glenn
Jackmond MAR 16 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March **SUNDAY** 7	No activity.
MONDAY 8	No activity.
TUESDAY 9	No activity.
WEDNESDAY 10	No activity.
THURSDAY 11	No activity.
FRIDAY 12	No ~~still~~ activity.
SATURDAY 3	No activity.

REMARKS

Semi-final [illegible] submitted to [illegible] Office on 3/[illegible]/'76.
[illegible]

SIGNED ______ LOCATION [illegible]
[illegible], [illegible] Engr.

PRIME RESIDENT SUBMIT 2 COPIES   WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP F216

515

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 3, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8084, 8127,
8136, 8180, 8201

We received your safekeeping receipt # 206145, covering TCD 4 213726, $50,000. This replaces TCD 4 213552, $100,000 which has matured. The $50,000 TCD above, combined with TCD 4 21376, $250,000 which remains assigned to the Highway Division, is allocated as follows on contracts with Cascade Construction Co:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Cascade Construction Co.

B. C. J. Bond
R. Church
~~C. W. Head~~
C. Barrett
File Copy

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 1, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

A time CD in the amount of $100,000 matured this date. Based upon our conversation, I have instructed the USNB Safekeeping Department to issue a new receipt as follows:

RECEIVED
[illegible]

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

The amount pledged is supported as follows:

(1)	Receipt No. 205631 dated 12-30-75	$250,000
(2)	Receipt to be issued 3-1-76	50,000
	Total required	$300,000

I appreciate your help in reducing the pledge required as cash becomes very dear in the spring.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM:mk

cc: USNB of Oregon
P. O. Box 4412
Portland, Oregon 97208
[illegible]

CONTROL COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 2Q6145

DATE March 1, 1976

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposits

$50,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 3/1/76 Due 3/31/76 Interest at Maturity CUSIP Ctf. No. 4 213726 @ 50M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

11

RECEIVED

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

March 2, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206145 covering $50,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents portions on Contract #8127, Contract #8064, Contract #8136 and Contract #8180.

This C/D partially renews Safekeeping Receipt #205907 in the amount of $100,000.00 which matured on 3/1/76.

Very truly yours,

Jean Van Scoy

Jean Van Scoy
Safekeeping Department

J V S:ea
Enc
cc: Cascade Construction Company, Inc.

RECEIVED

8180

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

U.S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts 8064, 8084, 8127, 8136, 8180

We received your safekeeping receipt No. 205907, covering TCD #4 213552, $100,000. This replaces TCD 4 210621, $100,000, which has matured.

There is no change in the amount deposited in lieu of retainage for Cascade Construction Company contracts.

Safekeeping receipt No. 205630 for the matured certificate is enclosed.

Vernon E. Skoog, Controller

by: ______________________
Janice Peterson
Contract Payments Executive

JP:njc

cc: Cascade Construction

bc: **C. W. Head**
J. Bond
R. Church
C. Barrett

Form 81 734 3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O Box 4412, PORTLAND, OREGON 97208

January 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205907 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division.

This C/D renews Safekeeping Receipt #205630 in the amount of $100,000.00 which matured 1/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc.

cc: Cascade Construction Company

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205907

DATE 1/30/76

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 1/30/76 Due 3/1/76 Interest At Maturity Cert # 4 213552 @ 100M; N/O Cascade Construction Co., Inc. CUSIP "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

W. Johnson

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

1-9-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. U-73(20)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. U-185

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '76
REFER TO
FOR
Info | Inve. | R/D | D.R | Sign | Act ✓ | File

DATE PS&E APPROVED 4-2-75

DATE AUTHORIZATION EFFECTIVE 12-22-75

FEDERAL ROUTE NUMBER Primary Route 9

STATE ROUTE NUMBER Primary Route 1W

GENERAL LOCATION:

State Project - S.W. Canterbury Lane - Tualatin River Section

GENERAL DESCRIPTION OF WORK:

Relocate strain pole in SW quadrant of SW Beef Bend Rd. behind the guardrail.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-6-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $1,482 - Federal Funds $1,160.

DATE 1-9-76

SIGNATURE OF APPROVING OFFICIAL
Engineering Coordinator

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

Form A-128 5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name S.W. Canterbury Lane - Tualatin River

Date December 9, 1975

Highway Pacific Higaway West

Contract No. 8180

F. A. Project No. U73(20)

County Washington

Prefix 34-1069

Account No. 276-03

Description of Work To Be Done: Relocate strain pole in the South West quadrant of S.W. Beef Bend Road behind the guard rail.

APPROVED EFFECTIVE DATE 12/22/75
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE [illegible] Coordinator
DATE 1/12/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

M.P. 10.96

Estimate of Quantities and Costs:

Materials ---	$558.00
Equipment ---	$281.00
Labor -----	$ 643.00
	$1,482.00

Explanation: If guard rail is located to protect the pole it restricts the turning radius from Beef Bend Rd. to 99W.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $337,045.06

Present estimate of project cost, including $1482.00 for work under this order $337,045.06

Expected under-run over-run (amount) $ - 0-

Expected under-run over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: Howard R. Harris, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Construction ~~Other~~ Engineer.

State Printing

5

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

January 5, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 92708

Attention: E. F. Koch

Re: Cascade Construction

We have received your safekeeping receipts 205630, covering TCD 4 210621, $100,000 and safekeeping receipt 205631, covering TCD 4 210622, $250,000, to be used in lieu of retainage on our contracts with Cascade Construction Co., Inc. These receipts replaced #204859, TCD 4 199166, $250,000, and #205356, TCD 4 207362,$140,000. Copies of the safekeeping receipts for the matured certificates are enclosed.

Please note that contract 8201 requires $15,209.47 in pledged deposits to cover the current retainage, reducing the unallocated portion of the certificates to $15,790.53.

The amounts of the current certificates pledged, the matured certificates, and the increase (decrease) deposited in lieu of retainage on each contract are as follows:

Contract	Current Amount	Matured Amount	Increase (Decrease)
8127	$188,000.00	$193,000.00	($ 5,000.00)
8064	68,000.00	66,666.67	1,333.33
8084	5,000.00	58,333.33	(53,333.33)
8136	43,000.00	41,000.00	2,000.00
8180	15,000.00	15,000.00	--
8201	15,209.47	16,000.00	(790.53)
unallocated	15,790.53	--	15,790.53

Vernon E. Skoog
Controller

by

Janice Peterson
[illegible]

Enclosure
cc: Cascade Constr. Co.

CUSTOMER COPY

8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205630

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-0[illegible]
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$100,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 12/30/75 Due 1/30/76 Interest at Maturity Ctf. No. 4 210621 @ 100M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.25% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

13-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205631

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 127-020
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	USNB of Oregon Nonnegotiable Time C/D 5.62 Dated 12/30/75 Due 3/31/76 Interest at Maturity Ctf. No. 4 210622 @ 250M; n/o Cascade Construction Co., Inc. CUSIP "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-1/9 HEAD OFFICE PORTLAND

DC: C. W. Head
J. Bond
C. Barrett
R. Church

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We acknowledge receipt of your Safekeeping Receipt # 204859, TCD 4 199166, $250,000, to be used as a deposit in lieu of retainage on contracts with Cascade Construction Co., Inc. replacing matured CD's # 4 190442 (Safekeeping Receipt 204091, $125,000), #4 190452 (Safekeeping Receipt 204095, $30,000), and #4 190470 (Safekeeping Receipt 204110, $56,000). We are enclosing copies of the Safekeeping Receipts for the matured securities.

The current amounts being deposited in lieu of retainage, matured securities, and net increase on deposit on our contracts with Cascade Construction are as follows:

Contract	Current Deposit	Matured Securities	Net Increase
8064	$66,666.67	$66,666.67	---
8084	58,333.33	58,333.33	---
8127	84,000.00	45,000.00	$39,000.00
8136	10,000.00	10,000.00	---
8180	15,000.00	15,000.00	---
8201	16,000.00	16,000.00	---
Total	$250,000.00	$211,000.00	$39,000.00

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Const. Co.

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

September 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204859 on which is indicated the assignment to the Oregon State Highway Division.

The $250,000.00 C/D represents:

Contract #8127	$ 84,000.00
Contract #8064	66,666.67
Contract #8084	58,333.33
Contract #8136	10,000.00
Contract #8180	15,000.00
Contract #8201	16,000.00
	$250,000.00

If it is permissable for you to release the C/D's by phone when you are in receipt of new C/D please call us 225-5628.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enc

cc: Cascade Construction Company

RECEIVED
SEP 30 1975
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204859

DATE 9/29/75

Copy

For The Account of
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposit Dept

$250,000.00	USNB of Oregon Nonnegotiable Time C/D 6.75% Dated 9/29/75 Due 12/30/75 Interest at maturity CUSIP Cert #4 199166 @ 250M n/o Cascade Construction Company, Inc.

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 9, 1975

United States National Bank of Oregon
321 SW Sixth Avenue
Portland, OR 97208

Attention: E. F. Koch

Subject: Cascade Construction Co.
Contracts: 8127, 8180, 8201

We acknowledge receipt of your Safekeeping Receipt No. 204110, covering certificates of deposits assigned to the Highway Division in lieu of retainage. The $56,000 amount will be applied to contracts with Cascade Construction as follows:

Contract	Certificate #	Amount
8127	4 190468	$ 25,000
8180	4 190469	15,000
8201	4 190470	16,000

These certificates should not be released to the contractor except upon written notification from the Highway Division.

Vernon E. Skoog, Controller

by

R. J. Hacek
Accounting Systems Officer

JP:njc

cc: Cascade Construction Co.

CUSTOMER COPY No. 8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204110

DATE 7/2/75

COPY

For The Account of • Cascade Construction Co. Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned To Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Dom Exch.

$56,000.00

USNB of Oregon Nonnegotiable Time C/D 5.50%

Dated 7/2/75 Due 9/30/75

Interest Payable At Maturity

CUSIP

Cert # 4 190470 @ 16M; 4 190468 @ 25M, 4190469 @ 15M
N/O Cascade Construction Company, Inc.

R. Johnson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/74 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

July 3, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204110 in amount of $56,000.00 on which is indicated the assignment to the Oregon State Highway Division.

The $25,000.00 C/D represents contract #8127 for Cascade Construction Company. The $15,000.00 C/D represents contract #8180 for Cascade Construction Company. The $16,000.00 C/D represents contract #8201 for Cascade Construction Company.

Very truly yours,

E.F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

ltr 7/8

[illegible] 6-17-75 R

S. DEPARTMENT OF TRANSPORTA · FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		ERAL AID PROJECT NO. U 73(20) STATE PROJECT NO. SW Canterbury Lane-Tualatin River Section
FROM: G. L. Green, Division Engineer Salem, Oregon	PROGRAM NO. ITEM NO. U-185	COUNTY NAME Washington PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 17 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE June 13, 1975	FEDERAL ROUTE NUMBER Primary Route 9 STATE ROUTE NUMBER Primary Route 1-W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's June 5, 1975 letter I approve the minor program change as follows:

Project Location SR 99W Tualatin River N. 1.72 mi.
Termini: SR 99W Tualatin River N. 1.72 mi.
Miles: 1.72

6-17-75
ORIGINAL TO
L. W. Rulien

RECEIVED
JUN 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 6-13-75	SIGNATURE OF APPROVING OFFICIAL C R Burghardt	TITLE for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Hacek
J. H. Versteeg
U. E. Swan

evised submit
orization to pro-
additional work.
limits.

8120

PRO 6-2

Robert W. Straub
XXXXXXXXXX

June 5, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. U-73(20)
S.W. Canterbury Lane-Tualatin River Sec.

We hereby request your approval, as a minor program, to extend the limits of the subject project 0.12 mile northerly to give an overall project length of 1.72 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: SR 99W, Tualatin River N. 1.72 mi.
2. Termini: SR 99W, Tualatin River N. 1.72 mi.
3. Miles: 1.72

This extension of the project is necessary in order to include the construction of the A.C. pavement overlay required to complete the 0.12 mile from S.W. Canterbury Lane to S.W. Gaarde Street which is northerly of the present project's northerly limit. Enclosed is a copy of correspondence from Regional Construction Engineer, Don R. Adams, which contains additional information.

Upon your approval of this minor program change we will submit a revised project agreement estimate showing the revised limits. We will also submit, for your approval and authorization to proceed, a formal price agreement covering the additional work.

CL:bb
Enc.
cc: E. S. Hunter R. Hacek
C. T. Keasey J. H. Versteeg
Ed Hardt D. E. Swan

8180 4-14 R

U. S. DEPARTMENT OF ANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
U 73 (20)

STATE PROJECT NO.
SW Canterbury Lane
Tualatin River Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-185

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Files | P.D. | D.R. | Sign | All

DATE PS&E APPROVED April 2, 1975	DATE AUTHORIZATION EFFECTIVE April 2, 1975	FEDERAL ROUTE NUMBER Primary Route 9	STATE ROUTE NUMBER Pacific Highway 1W

GENERAL LOCATION:
SR 99W Tualatin River North 1.6 mi.

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Temporary Erosion Control 1,000
Relocate Flashing Beacon Support
Poles 1,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's March 31, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
APR 15 1975
OFFICE OF

DATE
April 14, 1975

SIGNATURE OF APPROVING OFFICIAL
R Burkhardt

TITLE
Division Engineer

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

K

R

2-27-75

TRANSACTION NUMBER 4-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	3-31-75

BY (Signature) MR. RULIEN'S MARCH 27, 1975 LETTER

TITLE PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 185 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
185	U-73(20)	1.60	312,000	243,000	SW CANTERBURY LANE - TUALATIN RIVER SECT.	HIGH TYPE PAVEMENT OVERLAY WITH MINOR GRADING AND DRAINAGE FOR LEFT TURN LANES AND SAFETY REVISIONS OF GUARDRAIL AND OTHER INCIDENTAL WORK.

AR 2'75

4-3-75
ORIGINAL TO
L.W. Rulien

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S MARCH 27, 1975 LETTER WE CONCUR THAT THE ABOVE PROJECT IS A NON MAJOR ACTION AND QUALIFIES FOR THE TIMESAVING PROCEDURES ENUMERATED IN FHPM 6-8-2.1.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-31-75	

Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-48
(Rev. 8-71)

GPO 915-690

8180

K

PRO 6-2

March 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-73(20)

We are submitting program data for one project, Item No. 185, Project No. U-73(20), "S.W. Canterbury Lane-Tualatin River Section", which we desire to have included in the Federal-aid Urban Extension Highway program.

It is our intention to receive bids for this project on April 24, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

DRH:js

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-27-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (10) (20)	PROJECT LOCATION (45 typewriter spaces) SR 99W, Tualatin River N. 1.6 mi. 21 65	ADT	PRESENT 18,000	FUTURE 30,600 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STA COD

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) U- 14 23	NUMBER 73	SEQ.

CARD	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Washington	CODE 067 (14) (16)
17-31	NAME OF URBAN AREA Portland	ROUTE NO. P	FEDERAL-AID 9 (32) STATE 1W (36) (37) U.S. - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53	SR 99W, Tualatin River North 1.6 mi.	(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"S.W. Canterbury Lane-Tualatin River Sec."	1.60	312,000	243,900	68,100	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.60	312,000	243,900	68,100	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Gr.,
pavem
incl
lanes
const
lanes
revis
and i
commo
of p

ROW
Acces
parti
Parki
none.

-over-

USCOM

Budget Bureau No. 41-R2067: Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

3-27-75

PROJECT LOCATION (45 typewriter spaces) SR 99W, Tualatin River N. 1.6 mi.	ADT	PRESENT 18,000	FUTURE 30,600	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 032	ITEM NO. 185

OPOSED WORK (35 typewriter ., H.T. Pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) U-	NUMBER 73	SEQ. NO. (20)	T. Projects Only POST MI.	DESIG.

L FUNDS: Urban Extension

REA: Portland

COUNTY NAME: Washington — CODE 067

ROUTE NO. P — FEDERAL-AID 9 — STATE 1W — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99W, Tualatin River North 1.6 mi.						Gr., dr., High-type pavement overlay including travel lanes, shoulders and constructed left turn lanes, and safety revision of guardrail and incidental work common to this type of project. ROW - 175' min.; Access control - partial; Parking restrictions-none.
ROW								
CONST (CODE) (Safety) 6201		"S.W. Canterbury Lane-Tualatin River Sec."	1.60	312,000	243,900	68,100		
ARED BY		PROJECT TOTALS	1.60	312,000	243,900	68,100		

REMARKS

GRAM APPROVAL DATES

-over-

USCOMM DUSCOMM-DC 48808-P61

S.W. CANTERBURY LANE-TUALATIN RIVER SECTION

PROJECT NO. U-73(20)

Existing Facilities: Four-lane divided roadway consisting of bituminous surfaced two 12-foot travel lanes with 4-foot inside and 10-foot shoulders with variable median.

Adjacent Facilities:

North End - - - Same as existing facilities.

South End - - - Tualatin River Bridge No. 1417-A (NB) RCDG
(Prestress), Length 464', H.C. 30 feet, H-20 loading.
Tualatin River Bridge No. 1417 (SB) RCDG - St. Dk. Truss,
Length 510', H.C. 27 feet, H-20 loading.
Same as existing facilities.

Project Data: This project consists of grade, drain and high-type pavement overlay, northbound -- two 12-foot lanes with 4-foot inside and 10-foot outside shoulders, southbound -- two 12-foot lanes with 4-foot inside and 10-foot outside shoulders. Left turn refuge lanes to be constructed at six locations, S.W. Canterbury Lane, Bull Mt. Rd., Beef Bend Rd., Naeve St., S.W. Royalty and Durham Rd. Guardrail installation and revision and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedur set forth in FHPM 6-8-2-1.

Public Hearings- - Not required under provisions of FHPM 7-7-5 Par. 6c.
Location/Design- - Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduced tendency of a vehicle to hydroplane in wet weather becau of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavemen surface.

S.W. CANTERBURY LANE-TUALATIN RIVER SECTION

PROJECT NO. U-73(20)

Facilities: Four-lane divided roadway consisting of bitu-
rfaced two 12-foot travel lanes with 4-foot inside and
houlders with variable median.

Facilities:

h End - - - Same as existing facilities.

h End - - - Tualatin River Bridge No. 1417-A (NB) RCDG
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overlay, northbound -- two 12-foot lanes with 4-foot
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Rd., Beef Bend Rd., Naeve St., S.W. Royalty and Durham
rdrail installation and revision and incidental work
o this type of project.

-Way: No additional required.

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70 Requirements: Exempt from State Clearinghouse and
2 Clearinghouse A-95 review under working agreements
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FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures set forth in FHPM 6-8-2-1.

Public Hearings- - Not required under provisions of FHPM 7-7-5, Par. 6c.
Location/Design- - Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.

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1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 10, 1975

FILE:

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Canterbury Lane-Tualatin River Sec.
Pacific Highway West
Washington County

Pacific Highway West at
Durham Road (King City) Sec.
Pacific Highway West
Washington County

It has been decided to combine these two projects into one contract to be let as scheduled in April.

The FHWA has verbally approved funding the signal construction with federal-aid.

It is planned to use the State bonds for the state matching share.

Verity
Why not bond the signal?
Larry

O.K. Hal 3-12-75

FET:we
CC: E. S. Hunter
L. W. Rulien
E. L. Hardt
L. E. George
C. T. Keasey
C. G. Swenson
L. K. Watson

MAR 11 1975
REMARKS:

K

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

K

DATE April 9, 1974

TO F. B. Klaboe
Admin. & State Hwy. Engineer

FROM Frank R. Griffin
Chief Accountant Frank R Griffin

SUBJECT $500 Advance Deposit
Washington County

The Finance Branch contacted Mr. John F. Crockett of Washington County by telephone on April 4 concerning the alleged $500 advance deposit. We asked for the date of issuance to the Highway Division. They researched their records and found that they had not issued a $500 advance deposit.

They have agreed to pay the Highway billing.

IVED
HWY ENGR
'74
TO

FRG:njc

RECEIVED

NOTED
MARIE STEPHENS

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BILL MASTERS, Chairman
VIRGINIA DAGG
RAY MILLER
ROD ROTH
BURTON C. WILSON, JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

March 27, 1974

187-1

Mr. F.B. Klaboe
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We have recently received a billing in the amount of $475.75 for the flashing beacon which was installed at 99W and Durham Road (see attached). However, our records show that an advanced deposit has been made with the State in July, 1973, for the above project in the amount of $500.00, which would therefore entitle the county to a refund of $24.25 instead of the above stated billing.

Please advise me as to your thought in this matter.

Yours very truly,

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:pj
Attachment

RECEIVED
STATE HWY ENGR
MAR 28 '74
REFER TO
FOR
Int | | ✓ | DIR | Sign | Act | File

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTME
INVOICE

NO. 113882

DATE: 3-25-74

BILLING REQ. NO: DI 368

YOUR ORDER NO:

CREDIT DISTRIBUTION: 34-1222-170-632

CODE: WASHINC new

Washington County
Hillsboro, Oregon 97123

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
As per letter by F.B. Klaboe dated 8-3-73 flashing beacon was installed at 99W and Durham Rd. (MP11.48) State to pay ½ cost with King City and Washington County. To pay ¼ of the cost, advanced deposits have been received for Washington County and King City.			
Lump Sum Labor and Equipment			725.00
Lump Sum Materials			1,178.00
Total Cost			1,903.00
Washington County Share			$ 475.75

21-C

K

October 8, 1973

Honorable Lloyd S. Carroll
Mayor of the City of King City
15390 S. W. 116th Avenue
Portland, OR   97223

Dear Mayor Carroll:

Thank you for your September 27 letter suggesting a more extensive project than the three-phase actuated signal installation that was announced in the news media. The Durham Road Signal Project is under consideration on the Highway Division's listing of high deficiency sections; however, we have approximately 75 District 2 projects on this same listing, totaling approximately $82,200,000.

To help us make fair distribution of the bonding authority available in your district, I recently met with the Columbia Region Association of Governments. At this meeting, I asked CRAG to forward their recommended projects in a priority listing for consideration by the Oregon Department of Transportation.

To receive full consideration for your project, I suggest you make recommendation directly to the Columbia Region Association of Governments, 6400 S. W. Canyon Court, Portland, Oregon 97221.

I appreciate your prompt input, and I am sure CRAG will give your suggestion consideration.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

BLG:bb   kmb

bc: A. E. Johnson
E. S. Hunter
L. H. Young
L. W. Rulien
L. E. George
R. W. Failmezger

City of King City
15390 S.W. 116th Avenue
Portland, Oregon
97223

RECEIVED
OCT 1 1973
OFFICE ENGINEERING SECTION

RECEIVED
STATE HWY ENGR
SEP 28 '73
REFER TO [illegible]
FOR
Info | Inves | R/D ✓ | HR | Staff | Act | File

9-27-73.

Mr. L.E.George,
Mr.L.W.Rulien,
Mr. R.W.Failmezger,
✓Mr. F.B.Klaboe.

Oregon State Highway Division,
Highway Building,
Salem, Oregon. 97310.

Gentlemen:

I have noticed reports in the news media that the State Highway Division is requesting input from the local governmental bodies regarding priorities and best use of the special funds available to your division.

We have been very appreciative of the co-operation we have received from you gentlemen in attempting to solve the very serious traffic problem on Highway 99W in the King City area. You will remember that as a result of the various letters, phone calls, and conferences, several stop gap measures have been tried. The last partial solution was to be the installation of a blinker light at 99W and Durham Road. It was the concensus that this would be only a temporary trial deterent, with the installation to be made so that conversion to a full light system could be made as soon as funds could be made available.

We note in the news media that this light installation is one of the items listed for consideration by your division, and is one of the lowest cost wise items listed. We would again ask your serious consideration of our traffic problem here, its density, its history of accidents, the expansion now going on, and the age group of our residents who must enter this highway. We urge you to grant this installation a high priority based on accident prevention, and the dangers to life and property. We stand ready to plead our case at any if requested by you gentlemen; altho we know that you already understand fully and are sympathetic to the problem. We have full confidence that you will fairly weigh your decision.

Again thank you for all of your past courtesy and co-operation.

Yours Very Truly,

Lloyd Carroll

Bm R/D.

L.S.Carroll (Mayor.)
King City Oregon. 97223

5180 K 1

CN
8/16/73

August 16, 1973

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: JoAnn Johanson
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 4811

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a flashing beacon at ORE99W with Durham Road near King City.

We are sending a copy of this agreement to King City and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.
cc L. E. George

9180

K

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 3, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Flashing Beacon at ORE99W
With Durham Road near King City

We have prepared an agreement covering the installation of a flashing beacon at ORE99W with Durham Road near King City. The agreement has been executed by Washington County and by the City of King City.

The agreement provides that the State shall do the work of the flashing beacon installation. The estimated cost of the installation is $2,000 which will be shared on the basis of the State paying one-half the costs and the County and City each paying one-fourth the total cost. After completion of the project, the State will maintain the installation and the County will pay for energy consumption. The State's share of the project is to be charged to Minor Betterment Funds.

This matter will be on the agenda for your consideration at the meeting of August 14. Your approval is recommended.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
L. W. Rulien
Gary Sund
Bob Whipps

RDT:pb dpy

8181 N Unit,Richmond Jct-Girds Cr 1975
Rd Sec Service Cr-Mitchell Hwy
(Grading, oiling, & structure)

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-51-159
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10 28 76

Form Approved; O M B No. 04-R2089

State	Oregon
County	Wheeler
Project Number	RS-306(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 605,542	$ 605,542
Federal funds	$ 473,472	$ 519,554
Other revisions		

This modification is made for the following reasons: To increase Federal-aid pro rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $85,988.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Administrator)*

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, October 15, 1976

Federal-aid Project
No. RS-306(3)

N. UNIT, RICHMOND JCT.-GIRDS CREEK RD. SECTION SERVICE CR.-MITCHELL HWY. IN WHEELER COUNTY

Revised Project Agreement Estimate

Type Code 3210
Roadway (Sta. 566+00 to Sta. 735+00)

Total same as previous estimate of December 22, 1975	$563,927.00

Type Code X080
Shoofly Creek Bridge #2457A (Sta. 712+90 to Sta. 713+25.5)

Total same as previous estimate of December 22, 1975	$ 41,615.00

Length of Roadway - - - - - - - - - - - -	3.183 Miles
Length of Structure - - - - - - - - - - -	0.007 Mile
Total - - - - - - - - - - - -	3.190 Miles
Cost of Roadway Per Mile - - - - - - - -	$177,168.39

SUMMARY OF FUNDS

Description	Total Cost	*Fed. Funds	State Funds
Roadway	$563,927.00	$483,849.00	$ 80,078.00
Structure	41,615.00	35,705.00	5,910.00
Totals	$605,542.00	$519,554.00	$ 85,988.00

Group 1 - 100%

Contract 8181

Prefix: 135-1031

*Increase Federal-aid pro rata to 85.8%.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-123 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 5-13-76 **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** STATE COPY	Form Approved; O M B No. 04-R2089 State Oregon County Wheeler Project Number RS-306(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 605,542	$ 605,542
Federal funds	$ 473,472	$ 605,542
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $132,070."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8111.

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 1-17
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Wheeler
Project Number RS-306(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 573,144	$ 605,542
Federal funds	$ 448,140	$ 473,472
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of January, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R.O. Wright for G. L. Green
(Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Oregon State Highway Division
Salem, Oregon, December 22, 1975

Federal-aid Project
No. RS-306(3)

N. UNIT, RICHMOND JCT.-GIRDS CREEK RD. SECTION
SERVICE CR.-MITCHELL HWY. IN WHEELER COUNTY

Revised Project Agreement Estimate.

Type Code 3210
Roadway (Sta. 566+00 to Sta. 735+00)

Subtotal on previous estimate of May 7, 1975				$468,307.00
Previous Estimate				
Flagmen	360	hour	12.00	$ 4,320.00
General Excavation	119,800	cu.yd.	1.00	119,800.00
Grid Roller with Tractor	120	hour	35.00	4,200.00
8-inch Drain Pipe	200	lin.ft.	5.00	1,000.00
				$129,320.00
Revised Estimate				
Flagmen	959	hour	12.00	$ 11,508.00
General Excavation	125,682	cu.yd.	1.00	125,682.00
Grid Roller with Tractor	316	hour	35.00	11,060.00
8-inch Drain Pipe	627	lin.ft.	5.00	3,135.00
				$151,385.00
	Net Increase			22,065.00
	Subtotal			$490,372.00
	Engineering			73,555.00
	Total			$563,927.00

Type Code X080
Shoofly Creek (Bridge No. 2457A, Sta. 712+90 to Sta. 713+25.5)

Total Same as Previous Estimate of May 7, 1975	$ 41,615.00

Length of Roadway - - - - - - 3.183 Miles
Length of Structure - - - - - .007 Mile

Total Length - - - - - 3.190 Miles

Cost of Roadway Per Mile- - - $177,168.39

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$563,927.00	$440,934.00	$122,993.00
Structure	41,615.00	32,538.00	9,077.00
Totals	$605,542.00	$473,472.00	$132,070.00

Group 1 - 100%

Contract No. 8181

Prefix: 135-1031

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Wheeler PROJECT NO. RS-306(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 207 5.8 Mi. S. Service Creek S. 3.19 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	3-25-75	3.190

FUNDS Pro-rata 78.1[illegible]

ESTIMATED TOTAL COST OF PROJECT $ 573,144	FEDERAL FUNDS $ 448,140

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. RS-306(3)

N. UNIT, RICHMOND JCT.-GIRDS CREEK RD. SECTION

SERVICE CREEK-MITCHELL HIGHWAY IN WHEELER COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code 3210
Roadway (Sta. 566+00 to Sta. 735+00)

Mobilization	All	Required		$ 35,980.00
Temporary Protection and Direction of Traffic	All	Required		1,200.00
Temporary Signs	160	sq.ft.	6.00	960.00
Temporary Continuous Rail Traffic Barrier (Lighted)	75	lin.ft.	3.00	225.00
Flagmen	360	hours	12.00	4,320.00
Clearing and Grubbing	All	Required		2,500.00
Removal of Structures and Obstructions	All	Required		1,200.00
Ditch Excavation	155	cu.yds.	8.00	1,240.00
General Excavation	119,800	cu.yds.	1.00	119,800.00
Extra for Selected Rock Material	8,040	cu.yds.	0.60	4,824.00
Overhaul	11,090	"C" Yd.Sta.	0.09	998.10
Trench Excavation	280	cu.yds.	10.00	2,800.00
Finishing Roadbed and Slopes	All	Required		2,500.00
Obliteration of Roadway	9,000	sq.yds.	0.15	1,350.00
Watering	1,800	M-gals.	7.50	13,500.00
Emulsified Asphalt in Watering	18,600	Gals.	0.60	11,160.00
Grid-Rolled Aggregate Subbase	18.100	cu.yds.	2.05	37,105.00
Grid Roller with Tractor	120	hours	35.00	4,200.00
Hauling and Placing 3/4" - 0 Aggregate Base	4,950	cu.yds.	3.00	14,850.00
Hauling and Placing Aggregates	1,550	cu.yds.	5.31	8,230.50
AR-2000 Asphalt in Asphalt Macadam	100	ton	95.00	9,500.00
Asphalt in Seal Coat	60	ton	95.00	5,700.00
Extra for Asphalt Macadam Approaches	17	only	150.00	2,550.00
12-inch Culvert Pipe	620	lin.ft.	8.00	4,960.00
18-inch Culvert Pipe	594	lin.ft.	10.50	6,237.00
24-inch Culvert Pipe	76	lin.ft.	13.00	988.00
36-inch Culvert Pipe	14	lin.ft.	25.00	350.00
8-inch Drain Pipe	200	lin.ft.	5.00	1,000.00
Special Filter Material in Drains	30	cu.yds.	20.00	600.00
Guard Rail, Type 2	2,450	lin.ft.	9.20	22,540.00
Rail End Pieces, Type C	12	only	150.00	1,800.00
Loose Riprap, Class 700	2,975	cu.yds.	5.00	14,875.00
Filter Blanket	860	cu.yds.	6.00	5,160.00
Roadside Seeding and Mulching	13	acres	550.00	7,150.00

Box Culvert

Structural Excavation	2,170 cu.yds.	4.50	$ 9,765.00
Structural Concrete, Class 3300	430 cu.yds.	155.00	66,650.00
Reinforcement	83,000 lbs.	0.28	23,240.00
			$452,007.60

Additional Items

Temporary Erosion Control	All Required	$ 1,000.00
Slide Correction	All Required	5,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Permanent Signing	All Required	500.00
Permanent Striping	All Required	1,000.00
Columbia Power Co-op	All Required	6,000.00
Blue Mt. Telephone Co.	All Required	2,000.00
		$ 16,300.00
	Subtotal	$468,307.60
	Engineering	63,221.40
	Total	$531,529.00

Type Code X080
Shoofly Creek (Bridge No. 2457A Sta. 712+90.50 to Sta. 713+25.5)

Structural Excavation	10 cu.yds.	20.00	$ 200.00
Furnish HP 10 x 42 Steel Piling	456 lin.ft.	11.00	5,016.00
Drive Steel Piles	12 only	300.00	3,600.00
Splice Steel Piles	3 only	50.00	150.00
Structural Concrete, Class 3300 (60 cy.)	All Required		11,700.00
4' x 35'/40' Prestressed Slabs	7 only	1,550.00	10,850.00
Reinforcement (5,100 lbs.)	All Required		2,000.00
Metal Rail with Channel	63 lin.ft.	50.00	3,150.00
	Subtotal		$ 36,666.00
	Engineering		4,949.00
	Total		$ 41,615.00

Length of Roadway - - - - - 3.183 miles
Length of Structure - - - - .007 mile

Total Length 3.190 miles

Cost of Roadway Per Mile- - $166,989.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$531,529.00	$415,602.00	$115,927.00
Structure	41,615.00	32,538.00	9,077.00
Totals	$573,144.00	$448.140.00	$125,004.00

Group 1 - 100%

Contract No. 8181

Prefix: 135-1031

N. UNIT, RICHMOND JCT.-GIRDS CREEK RD. SEC.

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

8181

1

January 23, 1976

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 8181 awarded to D Mc D Corp. for work on the N. Unit, Richmond Jct.-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County was completed on October 15, 1975, and accepted by the Administrator and State Highway Engineer on January 21, 1976.

Final payment in the amount of $22,717.08 will be released to the contractor after January 28, 1976. The total contract amount is $512,971.23 including $1,511.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc D Mc D Corp.
P.O. Box 1012
La Grande, OR 97850

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

#8121

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-306(3)

STATE PROJECT NO. Richmond - Girds Creek Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-35

COUNTY NAME Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE May 12, 1975

FEDERAL ROUTE NUMBER Secondary Route 316

STATE ROUTE NUMBER Service Creek-Mitchell Highway Route 390

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for the Columbia Power Coop., Association's power line effective May 12, 1975. Reimbursement on an actual cost basis estimated to be $8,100 - federal funds $6,333 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☑ OTHER (*Specify*) Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of March 25, 1975 approved this project for inclusion in the Federal-aid program and authorized you to proceed with preparatory work for all utility adjustments to be inclused in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the FHPM.

I approve the agreement with the Columbia Power Coop Association consisting of your March 12, 1975 Utilities and Railroad Engineer's letter, the Columbia Power Coop Association's August 19, 1975 letter and the plans and estimate furnished by Mr. Preston's November 19, 1975 letter.

Mr. John Holcomb's Affidavit of the Columbia Power Coop Association's property rights is acknowledged.

DATE 12-3-75

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

REFERRED TO 390

Beard Reed
Cole Sample
Eriksen Watson BW
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NARRATIVE REPORT

SECTION: N. Unit, Richmond Jct.-Girds Cr. Rd. CONTRACT NO.: 8161

HIGHWAY: Service Creek-Mitchell PREFIX NO.; 135-1031

COUNTY: Wheeler FED. AID NO.: RS-306(3)

This was a grading, oiling and structures contract on the Service Creek-Mitchell Highway. The northerly end of the project was at M.P. 5.73 which is near Richmond Junction. The southerly end of the project was at M.P. 8.97. The total length of the project was 3.19 miles.

The contract was awarded to D Mc D Corporation on May 2, 1975, for $483,673.60. Anticipated items, contingencies and engineering were in addition to this amount for a total project authorization of $573,712.53. The semi final cost of the project is $592,648.44 which is a 3.30 percent overrun. The contract time allowed for the performance of this work was 125 calendar workdays. The contractor utilized 112 calendar workdays to complete the project.

The contractor subcontracted the structure work to Douglas S. Coats Construction, the leveling course and oiling work to Interstate Paving Co., the guardrail to Bogart Construction, and the seeding and mulching to Anderson's Erosion Control. A total of 75 percent of the original contract was subcontracted.

The prime contractor began work on the project on May 2, 1975. The initial work consisted of clearing and grubbing. The structures subcontractor began excavating for the box culvert at Tamarack Creek on May 15, 1975. The prime contractor began excavation work on May 19, 1975.

The box culvert at Tamarack Creek was a critical item in that it had to be completed prior to construction of the large embankment in that vicinity. The subcontractor concentrated his efforts in this area until the culvert was completed. During the course of excavating for the box culvert, underground water and mud was encountered. The mud was subexcavated. Price Agreement No. 1 was negotiated for the contractor to haul and place rock bedding material in the sub excavated areas to provide a suitable foundation for the box culvert. The rock bedding material was obtained from the State owned material source. The subcontractor set up a small concrete batch plant on the project and hauled the aggregates from Bend. This eliminated the long haul of concrete since there is no suitable source near the project. On July 10, 1975, the contractor began backfilling the culvert and placing the selected rock material in the embankment.

The structures subcontractor began work on the Shoofly Creek bridge on July 7, and completed the structure on August 22, 1975.

RECEIVED

The prime contractor's grading operation progressed satisfactorily until the finishing stage. At this point there appeared to be a lack of experienced personnel and equipment to finish grade the roadbed and slopes. This portion of the grading work progressed very slowly until the contractor was able to obtain additional equipment and personnel. There were no problems attaining the specified compaction.

The contractor placed grid rolled aggregate subbase on the northerly mile of the project in the latter part of June. This material, obtained from the State owned source on the northerly end of the project, was a very hard rock and very difficuly to attain the desired fracture by grid rolling. The corners and edges of this rock broke off well, but this left the larger rock rounded and very difficult to key up. This presented a problem in maintaining this area for traffic. Price Agreement No. 2 was negotiated for the contractor to haul and place som of the crushed aggregates, remaining from previous contracts, in an attempt to key up the grid rolled subbase. This worked well and eliminated the constant maintaining of the northerly end of the project. The contractor obtained a private source, located on the southerly end of the project, for the remainder of the grid rolled base. This source had more natural fires and also grid rolled much better than the material from the State source. No further placing of the grid rolled aggregate subbase was performed until the latter part of August.

Interstate Paving Co. began hauling and placing the 3/4"-0 aggregate base on September 8, 1975. This operation was rather slow at times due to having to wait for the grid rolled aggregate subbase to be finished. The leveling course including the binder was completed on September 13, 1975.

On September 19, 1975, the subcontractor began shooting the first spread of the C-9 oil mat. This operation was a very haphazard operation. The subcontractor's equipment was in poor condition and continually breaking down. The crew was inexperienced and required constant supervision. The oiling work progressed very slowly. There was a great deal of patching which had to be done between spreads. This patching was primarily due to the subcontractor's haphazard operation. On October 3, the oiling subcontractor completed the first two spreads thru out the project. The seal coat was completed on October 8, 1975 and the subcontractor maintained the oil mat as required for one full calendar week. At the end of the curing period the minor clean up was performed and the project was completed as of October 15, 1975.

The guardrail subcontractor installed the posts for the guardrail during the first part of September. The blocks and rail were installed just prior to completion of the seal coat.

The seeding and mulching subcontractor performed their work during the period of September 22 - 24, 1975.

The contractor has submitted a request for an extension of time in the amount of 47 calendar workdays. This request is presently being processed. The semi final estimate is being submitted with 17 days of liquidated damages.

Price Agreement No. 3 was submitted to document the overrun of general excavation. The additional material was required in order to fulfill a right of way obligation of constructing the road approach at Tamarack Creek to a maximum seven percent grade. Because of the difference between the estimated shrink factor and the actual shrink factor, the quantity of excavation indicated on this price agreement was not required. This obligation also necessitated relocating a cattle guard which was accomplished under Extra Work Order No. 4.

Extra Work Order No. 1 was for the on the job trainee which was an anticipated item.

Extra Work Order No. 2 was set up for the work involved in installing a new one inch plastic water line. The original water line was in conflict with an excavation area. This also was a right of way obligation.

Extra Work Order No. 3 was to compensate the contractor for extra work involved in removing and reinstalling a portion of an 8-inch drain pipe. An engineering error was the cause of removing and re-installing this pipe.

State Force Order No. 1 was written to have State forces remove existing signing and install permanent signing upon completion of the project.

State Force Order No. 3 is to cover the cost of placing permanent pavement striping upon completion.

State Force Order Nos. 2 and 4 are to cover the cost of reimbursement to Blue Mt. Telephone Co. and Columbia Power Coop. Both of these utilities had facilities that were in conflict. Both utilities were relocated and did not cause any delay to the contractor.

L. R. Asbury
Resident Engineer

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Unit, Richmond Jct.-Girds Cr. Rd.

WEEK ENDING: October 25, 1975

SECTION PREFIX: 135-1031

HIGHWAY: Service Creek-Mitchell

COUNTY: Wheeler

NAME OF JOB: N. Unit, Richmond Jct.-Girds Cr. Rd.

KIND OF WORK: Grading, Oiling and Structures

CONTRACTOR: D Mc D Corporation

CONTRACT NUMBER: 8181

FEDERAL AID PROJECT NUMBER: RS-306(3)

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 7, 1975

ESTIMATED COMPLETION DATE: October 15, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 141

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 142

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $ 573,712.21

EXCLUSIVE OF ENGINEERING: $ 528,219.21

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 526,748.19

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.3 %

ENGINEERING AUTHORIZATION: $ 45,492.62

ENGINEERING COST TO DATE: $ 67,500.00

PERCENT OF AUTHORIZATION: 148 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

DATE PROJECT WAS COMPLETED: October 15, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.19	3.19		3.19	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.19	3.19		3.19	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	119,800 CY	23,050 CY		1550CY-160T	
TOTAL QUANTITIES CORRECTED TO DATE	125,682 CY	25,222 CY		1802CY-164T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	125,682 CY	25,222 CY		1802CY 164T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2457A	2514A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Office personnel working on semifinal.
TUESDAY	Completed work on semifinal and submitted estimate to Region. Robert Sandmann on project in p.m.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

The semifinal estimate was completed and submitted to the Region office on Tuesday

SIGNED LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8181

45

October 15, 1975

D Mc D Corporation
P. O. Box 1012
La Grande, Oregon 97850

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8181 for work on the North Unit, Richmond Junction-Girds Creek Road in Wheeler County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 16 days is granted, which would extend the time to about October 14. This is because of quantity overruns and added work - (Price Agreement No. 3, Excavation Overrun; Price Agreement No. 2, Additional Aggregate; and four smaller added order items).

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Dick Hacek

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 11, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 172 days, within which to complete our Contract No. 8181, without the assessment of liquidated damages. The said contract is described as follows:
N. Unit, Richmond Jct.-Girds Creek Road, Wheeler County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached sheet.

Respectfully submitted,

D McD CORPORATION
Contractor

By L D McDaniel

CONSENT OF SURETY

Date September 11, 19 75

We, Fireman's Fund Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Robert W. Wilkins

WILKINS INSURANCE AGENCY

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8181 Contractor D Mc D Corporation

Highway Service Creek-Mitchell

Section N. Unit, Richmond Jct.-Girds Creek Road

Kind of Work Grading, Oiling and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

See attached sheet - Recommendations for Time Extension.
Total additional time recommended is 11 calendar workdays.

Construction Recommendation:

P.A. 3	Exc. Added	7
P.A. 2	Key rock and Subbase overrun	7
P.A. 1	Bedding material	2
E.W.O. 2	Water Line	
E.W.O. 3	Drain Pipe	
E.W.O. 4	Cattle Guard	
		16

Recommended for Approval:

for Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 8181

Project designation Fed. Aid No. RS-306(1) State-Federal

Date awarded May 2, 1975

Work started May 7, 1975

Per cent completed 90 9/18/75 Date

No. of Workdays Allowed 125

No. of Workdays Used 114

No. of Added Workdays Requested 47

SP*67865-734

D Mc D CORPORATION

EXCAVATING - ROCK CRUSHING - LOGGING
P. O. Box 1012 • LaGrande, Oregon 97850 • (503) 963-8614

June 19th, 20th, 1975 - Rained out. Refinished June 22nd thru June 26th. August 18th, 19th, Rained out, Refinished through Aug. 21st. August 28th - Rained out. Refinished through Aug. 30th. Fifteen Calendar days requested.

August 10th through August 16th, Re-cut slope at Sta. 625 to Sta 629 for extra material for approach fill at Sta. 656. Seven Calendar days requested.

June 23rd through July 15th and August 22nd through September 12th for 320 hours of Grid Rolling Sub-base aggregate. Twenty two nine hour days over and above the estimated Grid Rolling time allowed to process the Sub-base aggregate. This involved extra time and labor for our belly dump truck fleet, loader, crawlers, motor graders, scrapers, water trucks, grade setters, and supervision. Twenty two Calendar days requested.

May 22nd for extra work hauling and placing Rock bedding material for Box Culvert at Tammarack Creek, at Sta. 656 + 80.

May 28th for extra work for furnishing and placing 450 feet of one inch plastic water line at Sta. 638 Lt. to Sta. 642 Rt.

July 7th for Forced Account work to re-lay drain pipe and hauling extra filter material at Sta. 606 + 90 and Sta. 608 + 50.

Sept. 12th for extra work to remove and re-install cattleguard at Sta. 657. Three Calendar days requested.

Fourty seven Calendar days total requested.

Recommendations for Time Extension
North Unit, Richmond Jct.-Girds Creek Road
Service Creek-Mitchell Highway
Contract No. 8181

Reg 4.

Recommendations relative to Contractor's "Attached Sheet" are as follows:

Paragraph	Recommendation		
1	0 days	Weather was not of an unusual nature to qualify for time extension.	
2	5 days	Actual time required to recut and reshape slope for extra material needed for approach fill.	+2
3	4 days	Grid rolling time required to re-roll subbase material after application of select material by Price Agreement No. 2. Contractor's own subgrade finishing operation delayed systematic application of subbase material which affected grid rolling.	+3
4	1 day	Time required to subexcavate unstable material at Tammarack Creek box culvert. This represents proportionate amount of time when comparing subexcavated quantities with total box-culvert excavated quantities.	
5, 6 &7	1 day	Total time required for work under extra work orders.	

11 Calendar Workdays - Total additional time recommended.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8181

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 13, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N. Unit, Richmond Jct.-
Girds Creek Road
Contract No. 8181
Request for Time Extension

D Mc D Corporation requests 47 days extension because of weather, quantity overruns (excavation and grid rolling hours) and 4 small extra work items. The calendar workday count started May 27, 1975 (125 days allowed). The contractor started work early on May 7. The weather reason is not valid and no time is recommended on it.

An excavation overrun of some 7,000 yards was necessary to fulfill a right of way commitment for building an access road and is covered by Price Agreement 3. The Resident and Region both recommend 5 days on this item, but it should be expanded to account for a weekend, so we recommend 7 days.

Price Agreement 2 added additional crushed aggregate to key the grid rolled subbase. The grid rolling was done by the hour under a contract item and it also overran 195 hours (160%). I note the grid rolled subbase item itself also overran about 1,780 yards (10%). The Region recommends 4 days for the added rolling for the P.A. 2 key material. I would add another day for the subbase quantity overrun and also two more days for a weekend, making 7 days on this reason.

The Resident and Region both recommend two days for the 4 smaller added order items (P.A. 1, Box Culvert Bedding Material, E.W.O. 2, Relocate water line, E.W.O. 3, Reinstall drain pipe and E.W.O. 4, Remove and reinstall cattle guard). We concur in this.

We therefore recommend a total of 16 days extension which would extend the time to about October 14. The project was all complete last week except the last oil seal which was delayed awaiting better weather. It may be deleted from the contractor's work and performed by State forces next year. Liquidated damages would accrue at $100 per day. This is a rural secondary federal-aid project so formal FHWA approval is not required. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

1 1975
Assistant State Highway Engineer

FA 191

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

9-5-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-306(3)

STATE PROJECT NO.: Richmond-Girds Creek Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-35

COUNTY NAME: Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO [illegible]
FOR
Info
Inves
R/D

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: March 25, 1975

FEDERAL ROUTE NUMBER: Secondary Route 316

STATE ROUTE NUMBER: Service Creek-Mitchell Highway Route 390

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for telephone lines of Blue Mtn. Telephone Company effective March 25, 1975. Reimbursement on an actual cost basis of $732.05 - federal funds $572.39 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of March 25, 1975 approved this project for inclusion in the federal-aid program.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Blue Mt. Telephone Company consisting of your Utilities & Railroad Engineer's letter, the May 28, 1975 Blue Mt. Telephone Company's letter/ and the plans and estimate furnished by Mr. Preston's August 26, 1975 letter. Mr. John Holcomb's Affidavit of Blue Mt. Telephone Company's property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE: 9-5-75

SIGNATURE OF APPROVING OFFICIAL: C R Burchardt

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

6161

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 31, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RS-306(3)
N. Unit Richmond Jct.-Girds Creek Road Section
State-Furnished Aggregate

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In regard to Mr. Rulien's letter of March 21, 1975 concerning the furnishing of State-owned stockpiled crushed aggregate for the above project, we find it to be in the public interest to furnish to the contractor the previously produced crushed aggregate material.

G K Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 1 '75
REFER TO
FOR

NOTED
E. S. HUNTER

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-25-75

R

TRANSACTION NUMBER 3-122

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-25-75

BY (Signature): Mr. Rulien's March 17, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Rural Secondary

STAGE 1*

ITEM NOS. _____ THRU _____

STAGE 2

ITEM NOS. 35 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
35	RS-306(3)	3.19	735,000	574,600	**Location:** North Unit Richmond Jct.-Girds Creek Road Section. **Work:** Grade, drain, high type pavement and one structure.

3-27-75
ORIGINAL TO
L. W. Rulien

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 27 '75
REFER TO
FOR
Info | Inves | Rpt | Rec | Sign | Act | File

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE: _____

RECOMMENDED
SIGNATURE AND TITLE: _____

DATE: 3-25-75

APPROVED
SIGNATURE AND TITLE:
G. L. Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-69

Creek Road Section
306(3)
gate

public interest finding in
of stockpiled crushed rock

vember 1, 1973 the Highway
Middle Unit Richmond Jct.-
project. Rock was crushed an
the subject N. Unit.

At that time we also pla
funds but circumstance
change to Rural Seco

We believe it is
produced rock to
although we a
material is
within the

R

Robert W. Straub
XXXXXXXXX

March 21, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

[illegible] SIGNED BY
[illegible]

FROM L. W. Rulien
Project Management Engineer

SUBJECT N. Unit Richmond Jct.-Girds Creek Road Section
Oregon Project No. RS-306(3)
State Furnished Aggregate

We request a public interest finding in our furnishing 6,500 cubic yards of stockpiled crushed rock to be placed by the contractor.

On November 1, 1973 the Highway Division awarded a contract for the Middle Unit Richmond Jct.-Girds Creek Road Section as a state project. Rock was crushed and stockpiled on that contract for the subject N. Unit.

At that time we also planned to construct this unit with state funds but circumstances have changed to make it necessary to change to Rural Secondary financing.

We believe it is in the public interest to use this previously produced rock to utilize public funds expended to produce it although we are not requesting federal reimbursement. The material is stockpiled on the north side of Station 621 which is within the limits of this unit and will not require any extra haul. Also, energy will not be necessary to produce more crushed material.

DAR:lt

cc: C. T. Reasey
C. G. Swenson
D. E. Swan

8181

~~PRO 6-2~~

March 17, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-306(3)

We are submitting program documents for one rural secondary project Item No. 35, Project No. RS-306(3), "N. Unit Richmond Jct.-Girds Cr, Road Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission in cooperation with local officials as required by the Federal-aid Act.

It is our present intention to open bids for this project on April 24, 1975.

Copies of the State and District Clearinghouse A-95 review approval letters were submitted under Project RS-306(2).

Encl.

CPL:js

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO D.O.	

FORM PR-1
(REV. 4-61)

3-17-75

Budget Bureau No. 41-R2067; A

U.S. DE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
	1	St.Rt. 207 5.8 Mi. S. Service Cr. S. 3.19 Mi		70	150	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Gr., Dr., Pave & Structure								RS-	306

( )	CLASS OF FEDERAL FUNDS		
	Rural Secondary		
	NAME OF URBAN AREA 17-21	COUNTY NAME	CODE (14)
		Wheeler	069
		ROUTE NO. S	FEDERAL-AID 316 (32) — STATE 390 (36) (37) — U.S.

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					**PE**		St.Rt. 207 5.8 Mi. S. Service Creek S. 3.19 Mi.					
5					**ROW**							
5					**CONST** (CODE) (3210) X080		"N. Unit Richmond Jct.-Girds Creek Rd. Section"	3.19	735,000	574,600	160,400	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.19	735,000 (16) (23)	574,600 (24) (33)	160,400	
1	14	PROGRAM APPROVAL DATES					REMARKS	

Additional Data: See Item RS-27, Project No

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

3-17-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces) Rt. 207 5.8 Mi. S. Service Cr. S. 3.19 Mi	ADT	PRESENT 70	FUTURE 150	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 35

ORK (35 typewriter Structure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- · NUMBER 306 · SEQ. NO. (3)	T. Projects Only POST MI. DESIG.

Rural Secondary

COUNTY NAME Wheeler · CODE 069

ROUTE NO. S · FEDERAL-AID 316 · STATE 390 · U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		St.Rt. 207 5.8 Mi. S. Service Creek S. 3.19 Mi.						Gr., dr., 2-10' lanes H.T. pave. 4' shldrs. 1 bridge length 35' H.C. 27'6"
OW								Utility adjustments required incl. prep. work.
NST (oe) 210) 080		"N. Unit Richmond Jct.-Girds Creek Rd. Section"	3.19	735,000	574,600	160,400		ROW - 80' min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	3.19	735,000	574,600	160,400		

OVAL DATES

REMARKS

Additional Data: See Item RS-27, Project No. RS-306(2).

-over-

USCOMM DUSCOMM-DC 48905-P61

N. UNIT RICHMOND JCT.-GIRDS CREEK ROAD SECTION

PROJECT NO. RS-306(3)

Existing Facility:

Roadway - - - - 20-foot gravel surface with variable 0-1' shoulders.

Structures- - - Tamarack Cr. Bridge 75' treated timber HC 23'3" H-18 loading.
Shoofly Cr. Bridge 92' pile trestle HC 20' H-20 loading.

Adjacent Facilities:

N. End- - - - - 20-foot bituminous surface roadway with 1' shoulders.

S. End- - - - - 20-foot bituminous surface roadway with 4' shoulders.

Project Data: The work consists of grade, drain and high-type pave two 10-foot lanes with 4-foot shoulders. Construction of a 35-foot single span prestressed concrete slab bridge (No. 2457A) H.C. 27'6" over Shoofly Creek, 8'x6' reinforced concrete box culvert at Tamarack Creek, construct channel change, riprap, install guardrail and other incidental work common to this type of project.

X081 Estimated Cost - - - - - - - - - - - - - - $35,000

Utility Adjustments:

Columbia Power Coop Assn.- - - - - - - - - - - - $ 6,000
Blue Mountain Telephone Co.- - - - - - - - - - -   2,000

System Action, Airports, Railroad, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Corridor/design hearing held October 3, 1974.

Design Approval: The design was approved on January 2, 1975 under the provisions of the Secondary Road Plan.

A-95 Review: State and District 12 Clearinghouse letters of approv dated June 26, 1974 and May 31, 1974, respectively.

FHPM 7-7-2 Requirements: Negative environmental statement approve by FHWA August 5, 1974.

Note: (1) On-the-job trainees, as set forth in FHWA order interi 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents

(2) This project is in Congressional District No. 2.

N. UNIT RICHMOND JCT.-GIRDS CREEK ROAD SECTION

PROJECT NO. RS-306(3)

ility:

- - - - 20-foot gravel surface with variable 0-1' shoulders.

res- - - Tamarack Cr. Bridge 75' treated timber HC 23'3" H-18 loading.
Shoofly Cr. Bridge 92' pile trestle HC 20' H-20 loading.

ilities:

- - - - 20-foot bituminous surface roadway with 1' shoulders.

- - - - 20-foot bituminous surface roadway with 4' shoulders.

: The work consists of grade, drain and high-type
-foot lanes with 4-foot shoulders. Construction of a
gle span prestressed concrete slab bridge (No. 2457A)
over Shoofly Creek, 8'x6' reinforced concrete box
Tamarack Creek, construct channel change, riprap,
rdrail and other incidental work common to this type of

Estimated Cost - - - - - - - - - - - - - $35,000

ustments:

ia Power Coop Assn.- - - - - - - - - - - -	$ 6,000
ountain Telephone Co.- - - - - - - - - - -	2,000

on, Airports, Railroad, Water Developments, Historical
ional Areas: None involved.

Public Hearings: Corridor/design hearing held October 3, 1974.

Design Approval: The design was approved on January 2, 1975 under the provisions of the Secondary Road Plan.

A-95 Review: State and District 12 Clearinghouse letters of approval dated June 26, 1974 and May 31, 1974, respectively.

FHPM 7-7-2 Requirements: Negative environmental statement approved by FHWA August 5, 1974.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

6181

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

February 19, 1975

FILE:

FROM: R. J. Van Cleave
Regional Geologist

R. J. Van Cleave

TO: J. H. Versteeg
Road Design Engineer

ATTN: Lyle Watson

SUBJECT: Material Source
Richmond Jct.-Girds
Creek Section--Service
Creek-Mitchell Hwy.
Wheeler County

Attached is a Development Plan for a Prospective Material Source on the above project. The Mining Permit For Grant of Total Exemption has been approved by the Department of Geology and Mineral Industries. Select grid-rolled base material and rip-rap is to be obtained from this site.

The eastern face of the quarry is the best area to mine the select grid-rolled base material. This material exhibits easy ability to be broken into 8.0"-12.0" blocks, of which there may be already 500-1000 cu. yds. of broken rock. Necessary rip-rap may be removed from the northern and southern faces of quarry. Rip-rap rock in these areas are in the following estimated percentages:

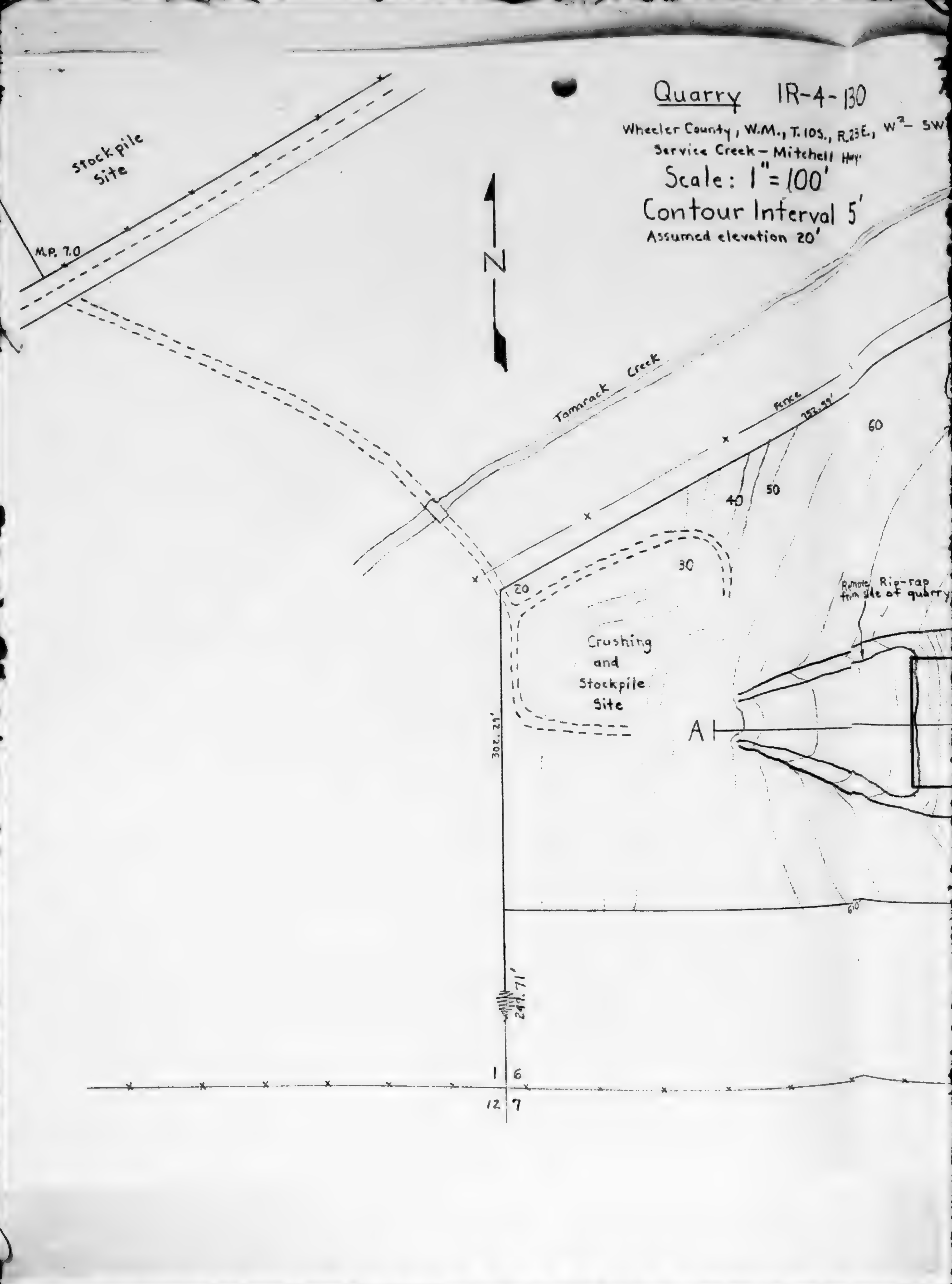
Blocks greater than or equal to 1 cu. yd.	15%
Blocks greater than 0.25 cu. ft. - less than 1 cu. yd.	35%
Blocks less than 0.25 cu. ft.	50%

[illegible] Copy

REFERRED TO

____ Beard ____ Reed ____
____ Cole ____ Sample ____
____ Eriksen ____ [✓ Watson] W
____ Hager ____ Woils ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Plan retained in Designers file



Quarry IR-4-130

Wheeler County, W.M., T.10S., R.23E., W½ SW

Service Creek – Mitchell Hwy.

Scale: 1" = 100'

Contour Interval 5'

Assumed elevation 20'

IR-4-130

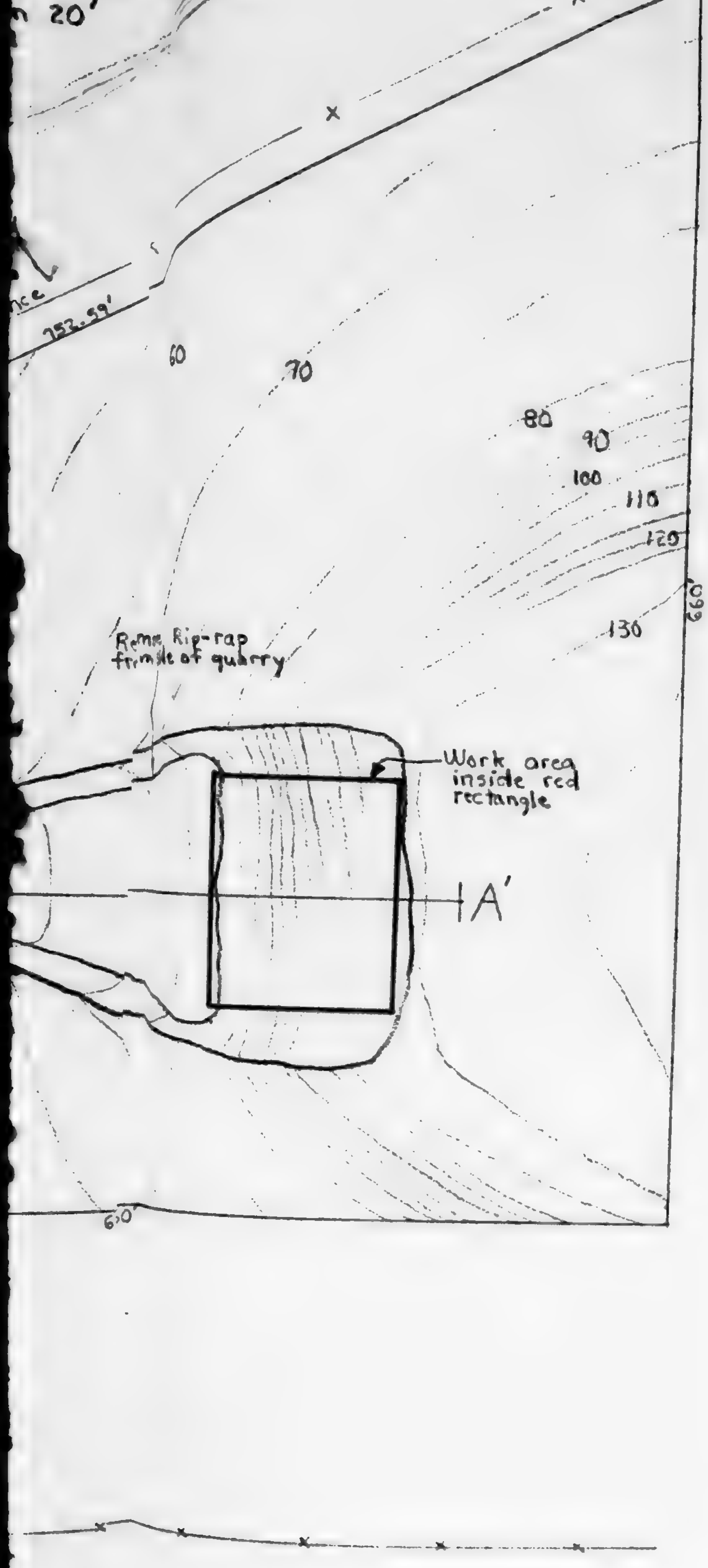
, T. 10S., R. , W½ - SW¼ of Sec. 6

Mitchell H

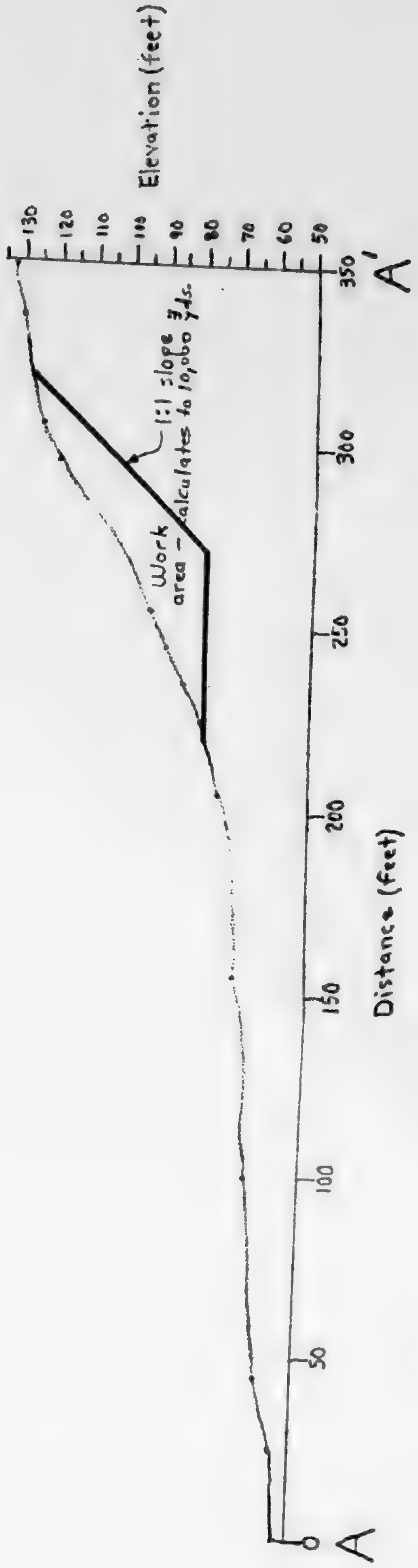
100'

terval 5'

20'



x
x
nce
752.59'
60
70
80
90
100
110
120
130
660'
Remo Rip-rap from side of quarry
Work area inside red rectangle
A'
60
x
x
x
x
x



Cross-Section from A to A'

Scale: 1" = 50'

Horizontal : Vertical Scale = 1:1

1-24-75

TRANSACTION NUMBER 1-114

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-24-75
BY (Signature): L.W. RULIEN'S JANUARY 13, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 27 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
	RS-306(2)	3.13	15,000	11,720	LOCATION: NORTH UNIT RICHMOND JUNCTION - GIRDS CREEK ROAD SECTION. WHEELER COUNTY STATE OF OREGON WORK: RIGHT OF WAY

JAN 27 '75

REFER TO

Orig

ARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL COSTS.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 1-24-75
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8121

390

Salem, Oregon
January 21, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48484 - Howard
48485 - Wilkinson (Arnett - C.P.)
N. Unit, Richmond Jct. - Girds
Creek Road Section
Service Creek - Mitchell Highway
Wheeler County

Attached are 2 Files (9 Parcels) and an authorization covering Right of Way for the subject project, which is scheduled for April 24, 1975.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

#121

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 14, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: N. Unit Richmond Jct.-Girds Cr. Road
Service Creek-Mitchell Highway
Wheeler County

TO: MEMORANDUM TO THE FILES

There are sufficient quantities of aggregates stockpiled at a state-owned stockpile site located at approximately Station 620+00 which will be mandatory for this project. A quarry, located southerly of Station 620, will be a prospective source for Class 700 riprap and the aggregate subbase materials.

The Region has recommended that a minimum amount of guard rail should be installed.

Staging typical section and or plans will be shown.

LKW:we
cc: C. T. Keasey
Victor D. Wolfe
Carl Williams
C. G. Swenson

7171

R

PRO 6-2

January 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-306(2)

We are submitting program data for one Rural Secondary (right-of-way) project, Item No. 27, Project No. RS-306(2), N. Unit Richmond Jct.-Girds Creek Rd. Section which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We further request concurrent with your approval of the program authorization to proceed with all phases of right of way acquisition including incidental costs.

Assurances regarding comparable replacement housing is not required on the project since no relocation or displacement will be involved.

We are enclosing copies of State and District 12 Clearinghouse approvals for the project.

Enc.

CL:jb

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 1-13-75

CARD 2
REPORT NUMBER (18) 1 (20)
PROJECT LOCATION (45 typewriter spaces) 21 St.Rt. 207 5.8 Mi. S. Service Cr. S. 3.13 Mi. 65
ADT PRESENT 70 FUTURE (66) 150 (70) YEAR (71) 95 (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23 NUMBER 7 306

COUNTY NAME Wheeler CODE 069 (14) (16)

CARD 4
CLASS OF FEDERAL FUNDS Rural Secondary
NAME OF URBAN AREA 17-31
ROUTE NO. S FEDERAL-AID 316 (32) STATE 390 (36) (37) U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		St.Rt. 207 5.8 Mi. S. Service Creek S. 3.13 Mi.					
5					ROW			3.13	15,000	11,720	3,280	
5					CONST (CODE)		"N. Unit Richmond Jct.-Girds Creek Rd. Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.13	15,000	11,720	3,280
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1-13-75

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t.Rt. 207 5.8 Mi. S. Service Cr. S. 3.13 Mi.		70	150	95	10	Oregon	41	075	27

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
quisition								RS-	306	(2)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Wheeler	069	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	316	390	

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		St.Rt. 207 5.8 Mi. S. Service Creek S. 3.13 Mi.						Right of Way acquisition all phases.
ROW			3.13	15,000	11,720	3,280		(Future 2-10' lanes HT pave with 4' shldrs. & 75' reinf. concrete bridge)
CONST (CODE)		"N. Unit Richmond Jct.-Girds Creek Rd. Section"						ROW - 100' mininum, Access Control - none, Parking Restrictions-none.
BY		PROJECT TOTALS	3.13	15,000	11,720	3,280		

APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48906-P61

N. UNIT RICHMOND JCT.-GIRDS CREEK ROAD SECTION

PROJECT NO. RS-306(2)

Existing Facility:

Roadway: 20-foot gravel surface with variable 0-1' shoulders.

Structures: Tamarack Cr. Bridge 75' treated timber HC 23'3" H-18 Loading
Shoofly Cr. Bridge 92' pile trestle HC 20' H-20 Loading

Adjacent Facilities:

N. End: 20-foot bituminous surface roadway with 1' shoulders
S. End: 20-foot gravel surface with no shoulders.

Project Data: The work under this project consists of all phases of right of way acquisition including incidental costs as required to provide for future construction of a highway facility to provide 2-10' lanes high-type pavement with 4' shoulders and construction of a 75' reinforced concrete bridge.

System Action, Airports, Railroad, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Corridor/Design hearing held October 3, 1974.

Design Approval: The design was approved on January 2, 1975 under the provisions of the Secondary Road Plan.

A-95 Review: State and District 12 Clearinghouse letters of approval dated June 26, 1974 and May 31, 1974, respectively.

MMP 90-1: Negative environmental statement approved by FHWA August 5, 1974.

Note: (1) No relocation assistance involved.
(2) The project is in Congressional District No. 2.

3181

R

August 23, 1974

F.B. Klaboe
XXXXXXXXXXXX

Mr. Larry Williams
Oregon Environmental Council
2637 SW Water Avenue
Portland, OR 97201

Subject: Richmond Junction-Girds
Creek (North Unit)
Service Creek-Mitchell
Highway (Middle Unit)
Wheeler County, Oregon

Dear Mr. Williams:

Thank you for your letter of July 31, 1974, in which you question the need to realign the subject section of the Service Creek-Mitchell Highway.

At the April 30 meeting of the Oregon Transportation Commission, a delegation of citizens suggested that this portion of the highway be paved. These citizens requested the project, saying that this section is the last to be paved on the Service Creek-Mitchell Highway. (Their request was in keeping with Highway Division plans, for the Division intended to complete the project in the summer of 1975.) The delegation pointed out that the road is an important school bus route and a farm-to-market highway for hauling cattle. In its present state, this gravel-surfaced road is hazardous to drive, particularly during and after heavy rains.

Rather than just pave the section, it seems wise to undertake some minor realignment, since the ease of driving on the newly paved surface will tend to increase drivers' speeds. Realignment will make the road safer for travel at those increased speeds. Also, since State highway revenues are not as plentiful as they once were, we have applied for Federal assistance on this project. This means that we must meet certain standards for vertical and horizontal alignments of secondary routes -- another reason to do some minor realignment work.

RECEIVED
1974

As you stated, the average daily traffic volume for the roadway is 60 to 90 vehicles per day. However, the Highway Division does not judge the need for improvement of such a rural facility on the basis of traffic volume alone. In view of the concerns expressed by citizens who use the route, it seems to us to be in their best interest, and in the best interest of other road users, to provide an all-weather, safe, and durable highway between Service Creek and Mitchell, Oregon.

I might add that the Regional Engineer will conduct a public hearing on this project October 3 in the Mitchell City Hall, from 2:00 to 5:00 p.m. and at 7:30 p.m. It will be important at that time too for you to offer your comments.

Your attention to this project is greatly appreciated, and I hope this letter answers your questions.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:LH:sz

bc: R. L. Schroeder ✓
C. M. Williams w/attach
George Ramjoue'
Linda Hewitt

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 19, 1974

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Negative Declaration
Richmond Junction-Girds Creek (North Unit)
Service Creek - Mitchell Highway
Wheeler County, Oregon

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project involves a 3.5-mile section of FAS 316 (Service Creek to Mitchell Road) between Richmond Junction (6 miles south of Service Creek) and Melvina Creek (14 miles north of Mitchell).

The project consists of realignment and paving of the roadway. The realignment will necessitate the relocation of the Tamarack and Shoofly Creek crossings and installation of new structures. Embankment for the structure approaches will contain material to withstand flash floods. In addition, Shoofly Creek will be realigned and riprapped on both upstream and downstream sides of the crossing. The project will also include the removal of existing structures and the construction of necessary accesses to compensate for these removals.

PURPOSE OF PROJECT The purpose of the project is to construct an all-weather, paved highway to provide safety and convenience to the road user. This section of the highway is the last remaining unpaved portion of the Service Creek to Mitchell Highway.

Shoofly Creek is to be realigned because it was found more economical to reduce structure length needed than to place a structure of sufficient length to accommodate the stream angle to the proposed roadway. (See attached map, Insert B.) Portions of the stream basin lost by roadway encroachment will be restored in order to preserve the natural flow of the stream. Providing riprap along the stream will help prevent erosion of the stream banks.

EXISTING ENVIRONMENTAL SETTING The Service Creek-Mitchell Highway is a connecting route between the John Day Highway and the Ochoco Highway, serving a sparsely settled area of cattle ranches and open rangeland. It provides mail, school bus and farm-to-market services.

Geologically, the southern portion of the project consists of landslide deposits of the John Day Formation and the Columbia River Group, while the northern portion consists primarily of the John Day Formation.

Shoofly Creek and Tamarack Creek are small, brush-lined streams meandering down narrow passages in a northeasterly direction to the John Day River. Both streams support a small number of resident trout. Tamarack Creek, the smaller of the two streams, is a tributary of Shoofly Creek.

The two streams are subject to seasonal runoffs and flash floods. The existing structure over Shoofly Creek has no known history of being damaged by high water, whereas the existing Tamarack Creek structure is known to have been damaged once. The streambeds of both Shoofly and Tamarack Creeks consist of silty gravel interspersed with outcroppings of bedrock and lie on a grade of approximately 4% at the crossing.

Approximately one-fourth mile north of Tamarack Creek and 150 feet to the west of the proposed alignment, there is a spring collector providing water for domestic purposes. The parent spring is located approximately 1500 feet northerly of the collector, and 150 to 200 feet easterly of the proposed highway improvement.

DISCUSSION OF ENVIRONMENTAL IMPACTS

In general, the signi [illegible] ject will be the increase of sa [illegible] venience to the road user. Two existing [illegible] standard bridges will be removed and replaced with structures of sufficient design to handle the anticipated runoff. A benefit will also accrue to the state through reduced maintenance costs.

The proposed realignment will necessitate the acquisition of a nominal amount of land for right-of-way. One of the realignments will extend from a point 1500 feet south of the proposed Shoofly Creek crossing to a point 100 feet north of the crossing; the other will extend from a point 300 feet south of the proposed Tamarack Creek crossing to a point 2400 feet north.

Acquisition of right-of-way for the realignment involving Shoofly Creek will include purchase of an abandoned house and four unused sheds (Station 722 to 725). And on the northern portion of the project, an abandoned house and two unused sheds (Station 596 to 604) will be removed. In the same area, a combination trailer-house (Station 604) exists directly adjacent to the highway. Measures will be taken to protect the residents from adverse effects during construction.

Land in the vicinity of the two realignments is, for the most part, undeveloped. Vegetation is primarily bluebunch wheatgrass and Sandberg bluegrass, with pinyon and juniper populating its woodland. The land is inhabited by small burrowing animals and reptiles common to the semi-arid climate. Directly south of Shoofly Creek, there is a field used for grazing. The only cultivated land affected will be a small portion north of Tamarack Creek where the proposed realignment lies 50 to 60 feet easterly of the existing roadway.

The realignment of Shoofly Creek (See map, Insert B) will cause temporary losses to existing aquatic organisms and a temporary reduction of water quality during construction. Long-term losses in quality of habitat may occur due to the loss of riparian vegetation in the vicinity of the channel changes. Riprap will be placed to reduce downstream erosion of the channel.

Between the proposed Shoofly and Tamarack Creek crossings, the proposed project will encroach upon Shoofly Creek and its channel (Stations 695 and 700). The channel will be restored and riprapped to reduce damming or water quality loss to the stream.

At Tamarack Creek the realignment will include a 55-foot high fill across the stream plain. This fill will be constructed of a non-eroding material and will be landscaped and seeded to reduce erosion from the fill in the creek. The structure will consist of a box culvert and will require an energy dissipator and channel lining at the outlet for erosion control.

The Wildlife Commission has recommended that work in the streams be limited to the period of July 1 through September 30. In this time period, the streams are supporting the least amount of fish. Also, migration of these fish through each crossing area is not sufficient to warrant the design of special fish passage facilities.

As a result of the location of the spring collector and the parent spring north of Tamarack Creek (see map, Insert A), the realignment will have no adverse effect on water collection. Adequate piping and drainage across the alignment will be provided to efficiently supply the collector. The irrigation facilities through this area will be modified for compatibility with the new alignment.

The Oregon State Highway Division will be responsible for any adverse effects on the streams, the spring, and/or the collector system caused by the project. Monitoring the condition of the water supply systems before and after construction will assist in the evaluation of complaints that may arise from construction activities. Monitoring can also be used as a form of protection for these water systems.

The two streams affected are tributaries of the John Day River. The proposed construction will be too far away to adversely affect the John Day River.

The quarry (labeled on the map, "active") located east of the roadway, approximately three-fourths of a mile north of the Tamarack Creek crossing, is the intended source for aggregate and embankment materials. The source is an established source which is currently in use and will remain in use following the completion of this project. Reclamation measures will be in the form of reshaping and making the source presentable for the next job.

If the contractor elects to use a source other than the state-recommended source, he must comply with the following supplement to Oregon Standard Specifications for Highway Construction (Section 106.05, "General Requirements Concerning Sources of Borrow and Aggregate":

> Prior to starting any work in a contractor furnished source, the contractor shall furnish to the engineer copies of the approved permits from the Department of Geology and Mineral Industries and the Division of State Lands, an approved land use permit from the local agency or agencies having jurisdiction over land use in the area, and a plan for operation in and reclamation of the source which has been approved by the State Highway Division.

Approval or disapproval of the contractor's proposed operation and reclamation plan will be based on whether or not the contractor's proposed plans are in conformance with the intent and spirit of all laws, statutes, ordinances, rules and regulations covering the protection of the environment, as interpreted by the State Highway Division.

Due to the proximity of the John Day formation to the project site, and because of the extensive cuts necessary for project construction, archeological and historical considerations, as stated in Policy and Procedure Memorandum 20-7, Section 4b, will be in effect.

There are no public park and recreation facilities or registered historic sites to be affected by the proposed projects, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

The traveling public will be slightly inconvenienced during construction, however, adequate detours will be provided. Barricades, signing, and flagging will be provided for temporary direction and protection of traffic.

In the State Clearinghouse A-95 review, comments were received July 26, 1974, and the conclusion was that the project would not conflict with the plans, policies or programs of state government.

ALTERNATIVES TO THE PROPOSAL

In 1969, a study was made considering three alternatives to the proposal for realignment in the area of Tamarack Creek. Alternate locations to the east and west of the existing highway were studied. The westerly alternative would cross extensive clay soils which pose an erosion and construction problem. The easterly alternative, along Tamarack Creek, would require heavy earthwork and encroach upon the creek for substantial distances.

In addition, flash floods common to this drainage pattern could impose high maintenance costs. The proposed route was selected on the basis of minimal soil and erosion problems as well as construction and maintenance economics.

The do-nothing alternative was rejected because, even though the ADT is only 60 to 90 vehicles, the roadway is substandard for the state secondary highway. In addition, the structures at Shoofly Creek and Tamarack Creek are substandard and poorly aligned.

BASIS FOR NEGATIVE DECLARATION

This improvement project will give the traveling public an all-weather, safer facility. It is the conclusion of the State Highway Division that the project outlined would not constitute a major action, as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social and natural environments.

Your concurrence is respectfully requested.

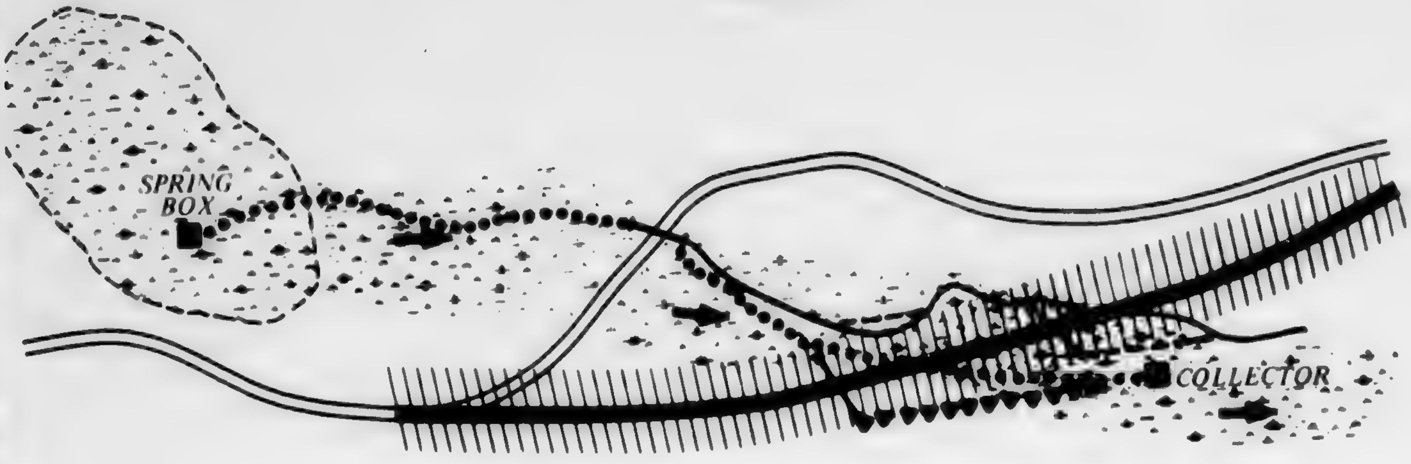
Endorsement to Oregon State Highway Division

Concur ____________________ Date AUG 5 1974
Division Engineer

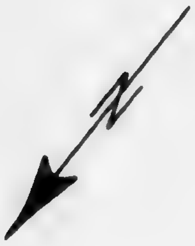
DJ:ss

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Carl Williams

(INSERT A)

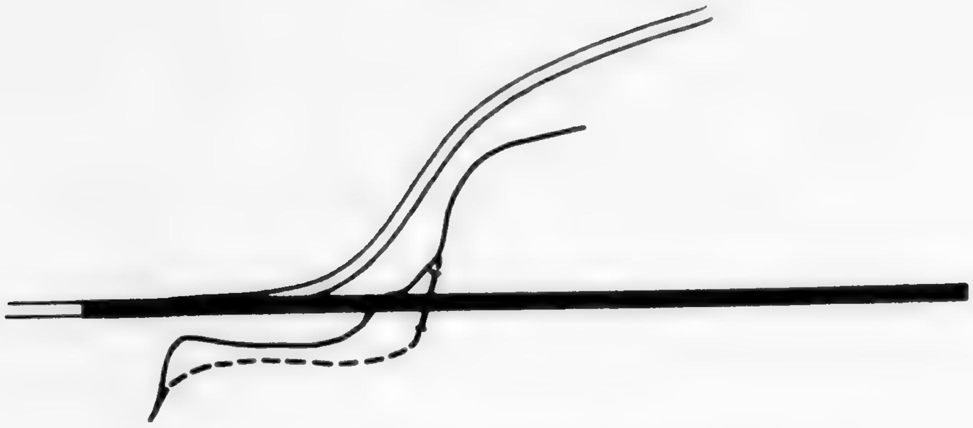


SPRING AND COLLECTOR SYSTEM

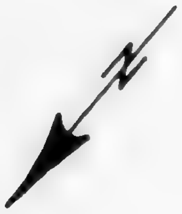


──── IRRIGATION DITCH
- - - - IRRIGATION DITCH REALIGNMENT
➡ FLOW FIELD AND DIRECTION
═══ EXISTING ROAD
▬▬▬ PROPOSED ALIGNMENT
●●●●●●●●● COLLECTION PIPE
▼▼▼▼▼ COLLECTION PIPE REALIGNMENT
||||||||| CONSTRUCTION AREA

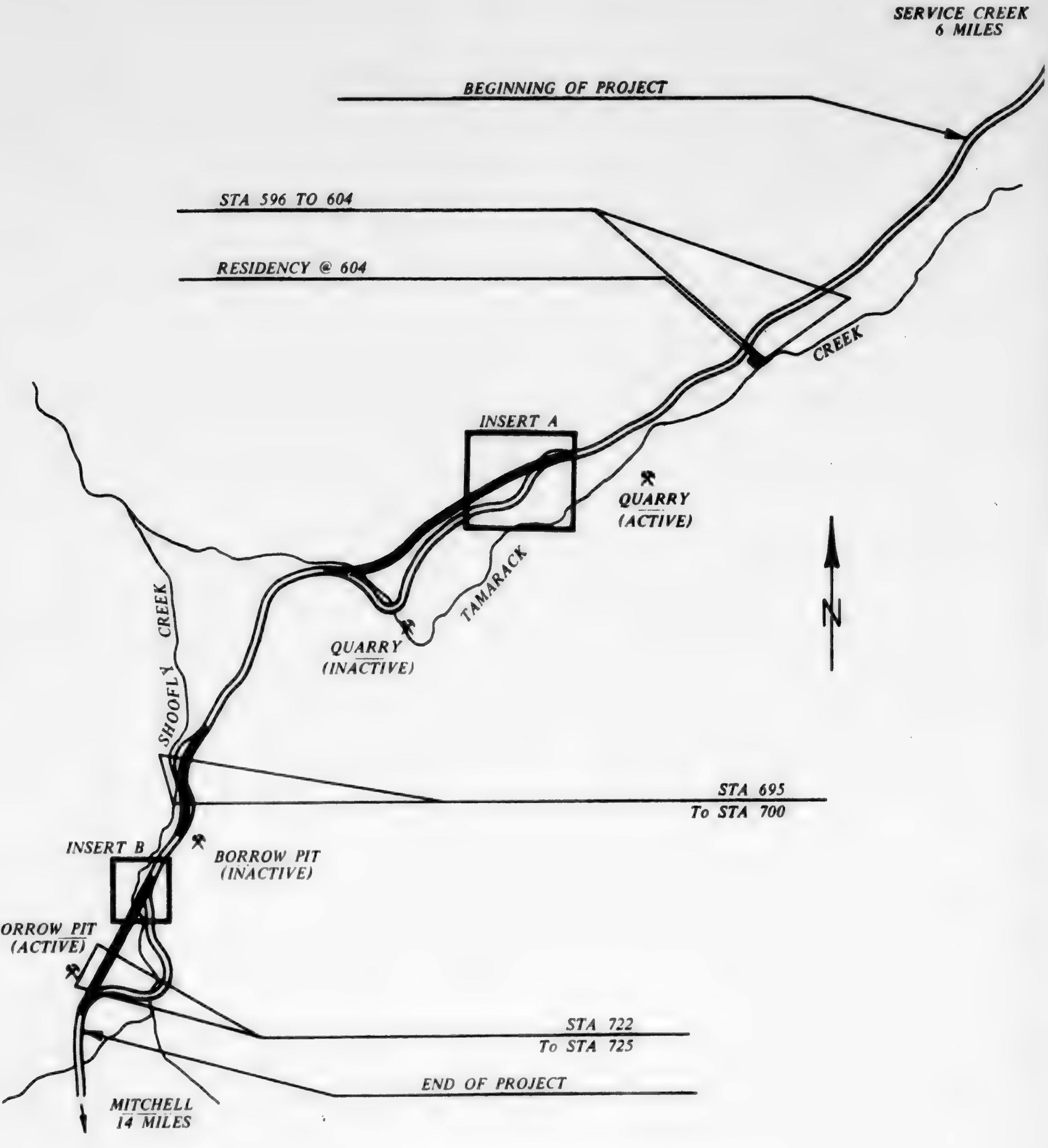
(INSERT B)



REALIGNMENT OF SHOOFLY CREEK



──── EXISTING STREAM
- - - - STREAM REALIGNMENT
═══ EXISTING ALIGNMENT
▬▬▬ PROPOSED ALIGNMENT



RICHMOND JCT.-GIRDS CREEK SECTION (N. UNIT)
SERVICE CREEK-MITCHELL HIGHWAY
WHEELER COUNTY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 15, 1974

FILE:

FROM:

TO: MEMO TO FILES

SUBJECT: Fish Passage
N. Unit, Richmond Jct-Girds Creek Section
Mitchell-Service Creek Highway
Wheeler County

During telephone conversations on July 15 with Jim Lauman, Wildlife Commission in Portland, and Errol Claire, Wildlife Commission Fish Biologist in John Day, fish passage in Tamarack Creek and Shoofly Creek was discussed. Both streams support a small number of resident trout; however, migration of these fish through each crossing area does not occur in sufficient quantity to warrant the design of special fish passage facilities.

Of primary concern to the Wildlife Commission is the hydraulic capacity of the structures and the provisions made for erosion control. A box culvert is proposed for Tamarack Creek and will require an energy dissipator and channel lining at the outlet. A bridge and channel change are proposed for Shoofly Creek--only a lined channel change will be required for erosion control.

The Wildlife Commission has recommended that work in the streams be limited to the period of July 1 through September 30. Jim Lauman indicated that some additional time might be provided past September 30 if it were necessary.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:ko
cc Victor D. Wolfe
George Wills
J. H. Versteeg
Walter J. Hart
Gary Potter
Carl Williams

1
2
3
Copy

K

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 20, 1974

TO

Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
James Teasdale, Executive Director
116 S. Main, Room 15
Pendleton, Oregon 97801

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Notice of Intent for F. A. Secondary Funds
State Admin. Dist. No. 12
Richmond Jct.-Girds Cr. Rd., North Unit
Service Creek-Mitchell Highway
Wheeler County

NOTED
E. S. HUNTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices in Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 21, 1974.

Attachment

BLG:lsk

RECEIVED
MAY 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: G. L. Green, FHWA
~~E.~~ S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
G. A. Potter
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # [45 | 9] CARD TYPE: | Page One [79

02 | 12] APPLICANT: OREGON STATE HIGHWAY DIVISION [45 | 46] DIVISION: Dept. of Transportation [79

03 | 12] APPLICANT ADDRESS STREET: State Highway Bldg. [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 | 12] CONTACT PERSON: L. W. Rulien [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 | 12] PROJECT TITLE: Richmond Jct.-Girds Cr. Rd., North Unit, District 12 [71

11 | 12] PROJECT LOCATION CITY: Service Creek-Mitchell Highway [45 | 46] PROJECT LOCATION COUNTY: Wheeler [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 | 12] This project involves preliminary Engineering, acquisition of right-of-way, grading, [71

06 | 12] paving, structures and incidental work required to improve the existing facility to [71

07 | 12] current standards. The proposed roadway will have two 12-foot travel lanes with [71

08 | 12] 4-foot shoulders. Crossings of Shoofly Creek and Tamarack Creek are proposed as [71

09 | 12] pipe structures. [71

10 | 12] [71

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
12	508,000	-	142,000	-	-	650,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 | 12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

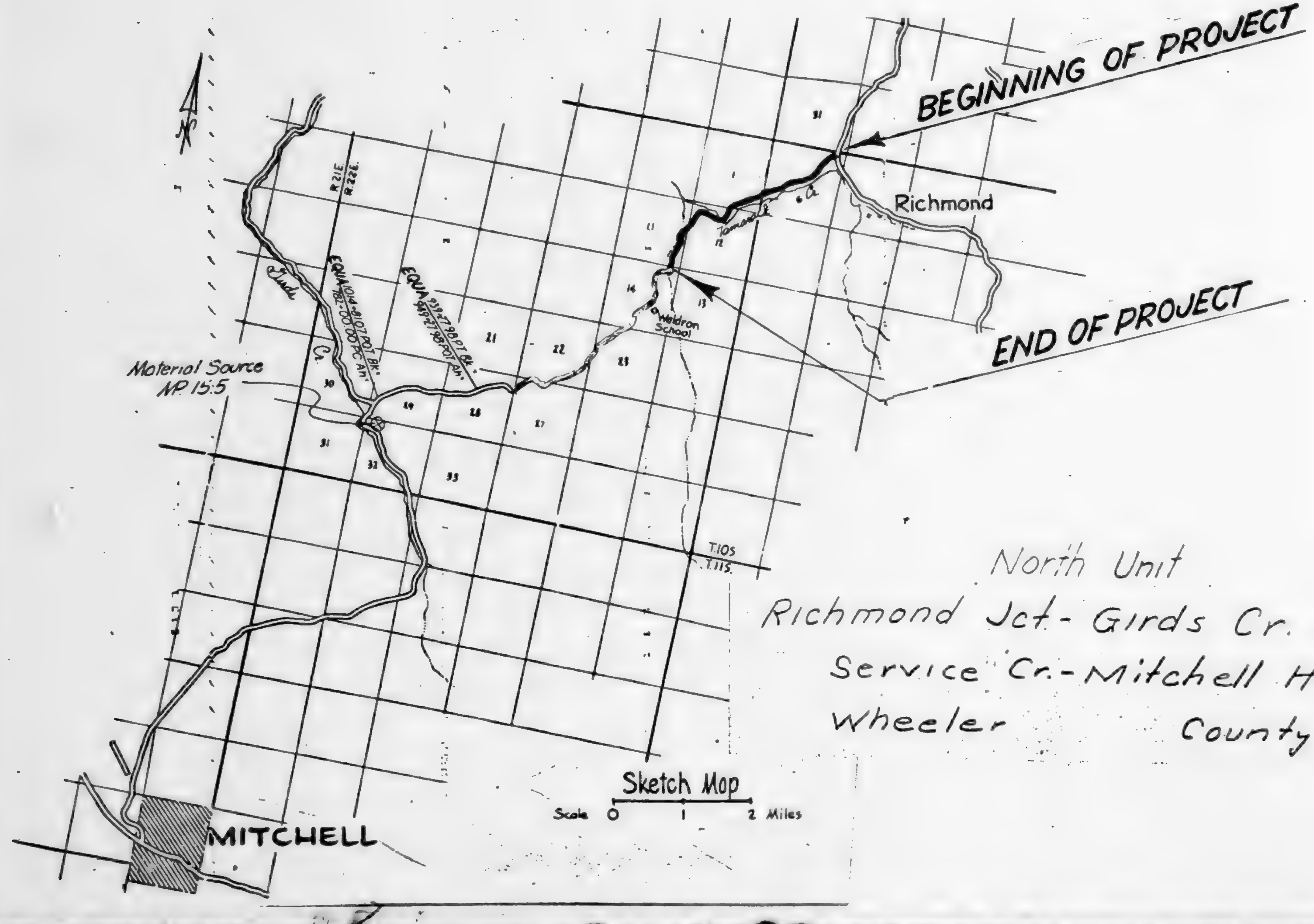
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH June [42 | 43] DAY 21 [44 | 45] YEAR 1974 [46



North Unit

Richmond Jct.-Girds Cr. Road

Service Cr.-Mitchell Hwy.

Wheeler County

RM F 30 (REV 10-69)

To:

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] **APPLICANT** [45: OREGON STATE HIGHWAY DIVISION — 46] **DIVISION** [79: Dept. of Transportation

03 12] **APPLICANT ADDRESS** **STREET** [45: State Highway Bldg. — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Richmond Jct.-Girds Cr. Rd., North Unit, District 12

11 12] **PROJECT LOCATION** **CITY** [45: Service Creek-Mitchell Highway — 46] **PROJECT LOCATION** **COUNTY** [79: Wheeler

05 12] **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)** [71: This project involves preliminary Engineering, acquisition of right-of-way, grading,

06 12] [71: paving, structures and incidental work required to improve the existing facility to

07 12] [71: current standards. The proposed roadway will have two 12-foot travel lanes with

08 12] [71: 4-foot shoulders. Crossings of Shoofly Creek and Tamarack Creek are proposed as

09 12] [71: pipe structures.

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
508,000	-	142,000	-	-	650,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE: Yes ☒ 29 No ☐ 30 — REGIONAL: Yes ☐ 31 No ☐ 32 — LOCAL: Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June — 43] DAY [44: 21 — 45] YEAR [46: 1974

Form PNRS-1 Page 1

ADDITIONAL INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 20, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date:

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Road Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 59
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ [illegible]

REMARKS

17(E) Appropriate environmental impact statements will be prepared and comments sought.

1. This project is proposed by the State Highway Division.
2. Rights-of-way will be required.
3. Hearings will be offered.

R

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1974

SUBJECT: North Unit, Richmond Jct-Girds Cr Section
Service Creek-Mitchell Highway
Wheeler County

To:

MEMO TO FILES

NOTED
E. S. HUNTER

Per Mr. Hunter's verbal request, the following timetable has been estimated to place subject project under contract in the spring of 1975.

This project was located in 1967 with the intention that it would be financed with State funds; therefore, certain liberties in standards for alignment were taken which are at variance with AASHO and FHWA requirements. These will be reviewed by the Region who will revise the location to conform to secondary road standards.

Review of the project indicates that a negative impact statement will be adequate. There are no occupied homes or businesses involved nor does there appear to be any obvious wildlife concerns of significant magnitude.

Although there is not a formal comprehensive plan for this highway, policy of the OSHD and former Highway Commission has indicated the highway is significant to the needs of the area and the state. Improvements have been made over a substantial period of time to improve alignment and surfacing. This project is to complete major improvements to the facility.

ADT varies up to 90 vehicles per day along the route. Past projects were predicated on 30 to 40 mph designs depending on the terrain. The subject project is in mountainous terrain and design should be for 40 mph with maximum 14 degree curvature and 8 percent grades, except on short sections of 1,000 feet or less which could go as high as 10 percent. The typical section should be two 12-foot lanes with 4-foot shoulders to conform with State practice.

Alternates at the south end of the unit were located in 1967. The westerly alternate is recommended since the acute curvature proposed on the easterly alternate cannot be justified with standards for this class of highway.

Wells – Rubin 5-16-74
Agree w/ P.E. funding
ESH cc Klaboe

RECEIVED
MAY 1[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Crossings of Shoofly Creek and Tamarack Creek are proposed as pipe structures. This is "water sport" country which must be considered in designing structure sizes.

The following is a time frame to reach contract stage by April 1975 which is predicated on completion of work activities on an expedited basis:

Complete Survey Revision	May 1974
Hold Hearing	July 1974
Design Approval by Administration	Aug 1974
Acquire Right of Way by	Feb 1975
Let Contract	Apr 1975

Preliminary engineering is estimated to be $25,000. It is recommended that we proceed with State funds rather than match with Federal funds since substantial delay in beginning work could be encountered in securing Federal Highway Administration approval of preliminary engineering.

George C Wills

George C. Wills
Location Field Engineer

GCW:jp

cc E.S. Hunter
V.D. Wolfe
L.W. Rulien
C.M. Williams
J.H. Versteeg
J.B. Boyd
Gary Potter

8182 Fossil Rock Prod Proj located 197
SW of Fossil on Shaniko-Fossil Hwy.

8182

Salem, Oregon

November 12, 1975

E. L. Hardt
Regional Engineer

R. L. Schroeder
Assistant State Highway Engineer

Disposal Site, Port of Hood River, Contract #8182

As discussed previously with you by phone, a Mr. Larry Rasmussen of the U. S. Department of the Interior, Fish and Wildlife Service, requested information pertaining to the subject disposal site. Attached is all of the information concerning this matter that we have in our files.

Would you please contact Mr. Rasmussen and deliver what, if any, of the attached information that is appropriate for his needs.

RLS:ab
Attachment

80N

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-80N-2(57)57
Mitchell Point-East Hood River Section
Mandatory Disposal Site

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Versteeg's April 7, 1975 letter requested approval to designate an area owned by the Port of Hood River as a mandatory disposal site for approximately 25,000 CY of excess material from the subject project. Since the intent is to use the material to increase the height of an existing dike and not to extend the dike or otherwise deposit the material in the Columbia River, there should be no environmental impacts. For this reason, we concur in your request.

4-18-75
cc. Versteeg

for G. L. Green

1 Versteeg ✓
2 Tepper T
3

RECEIVED
APR 1 8 1975
ROAD DESIGN SECTION

Other

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR

RECEIVED
APR 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO
Board Reed
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

✓ Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Copy Trout

RECEIVED
APR 7 - 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To ____
Bring Up ___/___/___
Other ____

ROBERT W. STRAUD
XXXXXXXXXX

April 7, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Mitchell Point-E. Hood River Sec.
Columbia River Highway
Hood River County

Dear Mr. Green:

There is excess excavation material on the subject project. The quantity is approximately 50,000 cubic yards.

The Port of Hood River has an area that can be used for a disposal site which will take approximately 25,000 cubic yards. The Port Authority has requested that the Highway Division designate the area as a mandatory disposal site. See the attached sketch.

We ask that you concur in the decision and grant approval to designate the area as a mandatory disposal site for the following reasons.

The site is located within the limits of the project. Therefore, the haul to dispose of the excess will be less than any other known site; thus reducing the cost and amount of energy required to dispose of the material.

The material would be made available to a public agency to be used in a proposed development, thereby utilizing a natural resource that otherwise might be disposed of without benefit to the public.

Disposal of the material in the proposed manner will have little or no adverse environmental impact since it is in an area of planned development.

Very truly yours,

J. H. Versteeg
Road Design Engineer
by Frank S. Terpin

FET:we
cc: L. W. Rulien
Gary A. Potter
E. L. Hardt
C. G. Swenson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 24, 1975

FILE: LOC 17

FROM: DAN BACON
Regional Staff Assistant

TO: J. H. VERSTEEG
Road Design Engineer

SUBJECT: POSSIBLE DISPOSAL SITE
Mitchell Point-Hood River
Columbia River Highway
Hood River County
Prefix: 614-1986

I am enclosing the following data for your consideration:

1 Copy	Topographic Survey, Vancouver to The Dalles
1 Copy	Transmittal Letter from Port of Hood River
1 Copy	Transmittal Letter from Jim McNamee

This data suggests a possible disposal site which could be included in the subject section.

Jim McNamee would prefer to utilize excess material along the southerly fill slope at the east end of the project. This office concurs with Mr. McNamee.

DB/lms
Enclosure

Versteeg
A. Olsen
Copy Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 25 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE: March 18, 1975

TO FROM: James W. McNamee
Resident Engr.

SUBJECT:

To: Don Adams
Region Construction Engr.

Subject: Disposal Site
Mitchell Point - Hood River
Columbia River Highway

Enclosed is copy of letter and map from Dallas B, Dusenbery, Port of Hood River manager.

Final design may want to include this as a possible disposal site, I personnally would rather use excess material along southerly fill slope at east end of project.

OE RE RME RCE FAE
TE RECEIVED RSM
UE MAR 18 1975 RSC
SO REGION I RBI
ENV LOC

PORT OF HOOD RIVER

Industrial Campus · Commercial Facilities · Public Marina

POST OFFICE BOX 239 • AREA CODE 503
HOOD RIVER, OREGON 97031 • 386-1645

March 14, 1975

Mr. Jim McNamee
State Highway Department
7941 S. E. Johnson Creek Boulevard
Portland, Oregon 97206

Dear Mr. McNamee:

Pursuant to our telephone conversation two or three days ago, we are enclosing a map of the proposed disposal for your fill from this highway project. This disposal area is an area that I am sure can be filled without having to get a permit from the Corps of Engineers and without getting involved in our preparation of an Environmental Impact Statement, which we are in the process of preparing. This statement is to enable us to fill the entire basin west of the Sewage Disposal Plant and within the confines of this berm that you see on the map.

I hope this will be of some assistance to you in your planning and engineering for this project.

Yours truly,

PORT OF HOOD RIVER

Dallas B Dusenbery
Dallas B. Dusenbery
Manager

DBD:ap

Enclosure

Salem, Oregon
February 26, 1975

F.E.T.
Frank E. Terpin
Final Design Engineer

Mitchell Point-E. Hood River Int.
Columbia River Highway
Hood River County

Don Adams
Region I Construction Engineer

The project has been moved ahead and is presently scheduled for the April 24, contract letting.

The location data does not list the available material sources, stating only that commercial or State controlled sources in the area should be reviewed by the Region Geologist.

Approximately 75,000 cubic yards of crushed aggregate materials will be required for the project. This quantity does not include any allowances.

Fred Eriksen discussed the material source need with Dan Gano by phone, this date.

FE:we
cc: Fred Eriksen

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Copy Trout

RECEIVED
FEB 27 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R L Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Columbia River Highway (I-80N)
Mitchell Point to Rowena

LOCATION AND DESCRIPTION OF PROJECT This negative declaration is concerned with four adjoining safety improvement and overlay projects along a 17.5-mile section of Oregon's Columbia River Highway (Interstate Highway 80-N):

(1) Mitchell Point-Hood River west city limits (3.8 miles)

(2) Hood River west city limits--E. Hood River interchange (2.0 miles)

(3) E. Hood River interchange-Mosier (6.5 miles)

(4) Mosier-Rowena (5.2 miles)

Considering that the projects are adjoining, closely associated in purpose, and would impart a minimal negative effect on the environment, it is convenient to treat them as a unit within a single statement. All projects are in the final design stage.

Interstate Highway 80N is the principal highway between Portland, Oregon, the Columbia Basin, and the intermountain area of northeastern Oregon. Paralleling the Columbia River

A DIVISION OF THE DEPARTMENT OF

between Mitchell Point (El.100) and Rowena (El.160), the four-lane system provides near sea-level passage through the Cascade Mountains (Columbia River Gorge). As a principal east-west route, the highway carries substantial commuter and commercial traffic. Ready access to Columbia River and mountain recreation areas also generates considerable tourist traffic.

PURPOSE OF PROJECT Highway safety upgrading along the Columbia River Highway is of particular concern. Diverse weather conditions influence the potential of falling rocks, earthslides, and foundation settlement, hence, this stretch of highway requires continuous surveillance and maintenance. Traffic accidents within the project area attributed to rocks in the travel lanes have been recorded. The rutting of pavement constitutes another hazard. In view of these problems, the following actions have been proposed to upgrade highway facilities and promote safety:

1. Asphaltic concrete leveling and overlay where needed to reduce vehicle skidding and hydroplaning.
2. Widening rock fallout areas and/or placement of barriers as necessary to contain rock falls.
3. Replacement of existing median barrier with metal or concrete barrier of current safety design.
4. Flattening of slopes to conform with current safety standards.

EXISTING ENVIRONMENTAL SETTING The proposed projects are located in one of the most scenic and ecologically interesting areas in Oregon. In the 17.5-mile section between Mitchell Point and Rowena, the highway transects noticeably different climatic regimes. These regimes are readily identified by changes in vegetation and slope profile. Climatic conditions become increasingly arid eastward. Average annual precipitation varies from approximately 40 inches at Mitchell Point to 15 inches at Rowena. Temperature extremes also become more pronounced eastward. Although winds are predominantly westerly, there are regular surges of easterly air masses in the project area. These air masses produce hot and dry conditions in the summer and are sometimes associated with ice or blizzard conditions in winter. Gusty winds are common in the Columbia River Gorge throughout the year and at times constitute a traffic hazard.

The aesthetic values of the Columbia River Gorge are well known. Sweeping vistas of precipitous cliffs cut by the river generally characterize the area between Mitchell Point and Rowena. The grandeur of the gorge is enhanced by an assemblage of plant life which is indicative of the humid-arid climatic transition. The physical characteristics of the gorge are such that many plants ordinarily associated with alpine habitats are growing at substantially lower elevations. Representative species of the type include Barrett penstemon (Penstemon barrettae), smooth Douglasia (Douglasia laevigata), and Columbia Lewisia (Lewisia columbiana) -- all found within the highway right-of-way. These plants contribute to the uniqueness of the gorge. Fremont Garrya (Garrya fremonti), a shrub once common in the Columbia River Gorge, is noticeably missing on the Oregon side of the river. The shrub should be considered as a part of the project landscaping plan.

Approximately 100 species of birds and 32 species of mammals have been observed in the Columbia River Gorge. The Columbia River and its tributaries are well known as sports fisheries. Large numbers of anadromous fish move up and down the streams in season. In addition, Columbia River backwaters and ponds support a variety of warm-water fish.

Recreational resources within the proposed project area include three state parks which abut the highway right-of-way. Park usage is reflected in the attendance statistics for 1972-73:

Koberg Beach - 190,940 (day visitor attendance)

Mayer State Park - 59,220 (day visitor attendance)

Memaloose Park - 15,078 (camper nights)

While the Columbia River Gorge is well known for its archeological sites, none are expected to be encountered through the proposed construction activities. All proposed construction is to be within the highway right-of-way and excavation is generally to be restricted to rock cuts.

Additional widening to accommodate falling rocks has been proposed for the length of highway immediately west of the Hood River city limits and in the vicinity of the Rowena bluffs. It is proposed that rock faces be line-drilled and blasted as necessary. It is unlikely that the proposed blasting would trigger slides or related problems. Although rock cuts appear man-made immediately after construction, the rugged character of the gorge would be retained. Weathering processes will diminish the man-made appearance in a relatively short period of time. The Port of Hood River has agreed to use excavated rock and soil from the proposed cuts for its Columbia River landfill. The Port's landfill program has been approved by the necessary agencies.

Minimal stream siltation may result from runoff on fill slopes or freshly cut sections. Seeding and mulching exposed slopes, however, should prevent significant quantities of silt from entering Columbia River tributaries.

The Grove pit (1/2 mile from Mosier) has been suggested as a possible borrow site for topsoil and embankment material. The pit is presently owned by the State and is being worked for sand and gravel. The central location of the pit and the fact that it is not visible from the project increases its desirability as a borrow site. The contractor may designate his own borrow source, however.

The proposed project may require the displacement of several utility poles and a Columbia River navigational tower in the Hood River-Rowena section. Arrangements would be made with Pacific Power and Light, Pacific Northwest Bell, and the Rowena Television Association regarding the displacement of the poles. The U.S. Coast Guard is aware of the possible displacement of the Rowena Rear Range Light navigation aid (M.P. 73.6).

BASIS FOR NEGATIVE DECLARATION

The proposed project is considered to be essential to the safety of the highway user. The beneficial impacts far outweigh the temporary degradation of scenic amenities in this section of the Columbia Gorge. The planned and naturally occurring rehabilitation of construction scars will tend to minimize adverse impacts. Fish and wildlife habitats will only be slightly affected by construction activities. The proposed project would produce no discernible change in noise and air pollution levels. The principal adverse impact on the social environment is related to inconvenience (e.g., slowing-up or detouring traffic during construction). It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to adversely affect the quality of the social or natural environment.

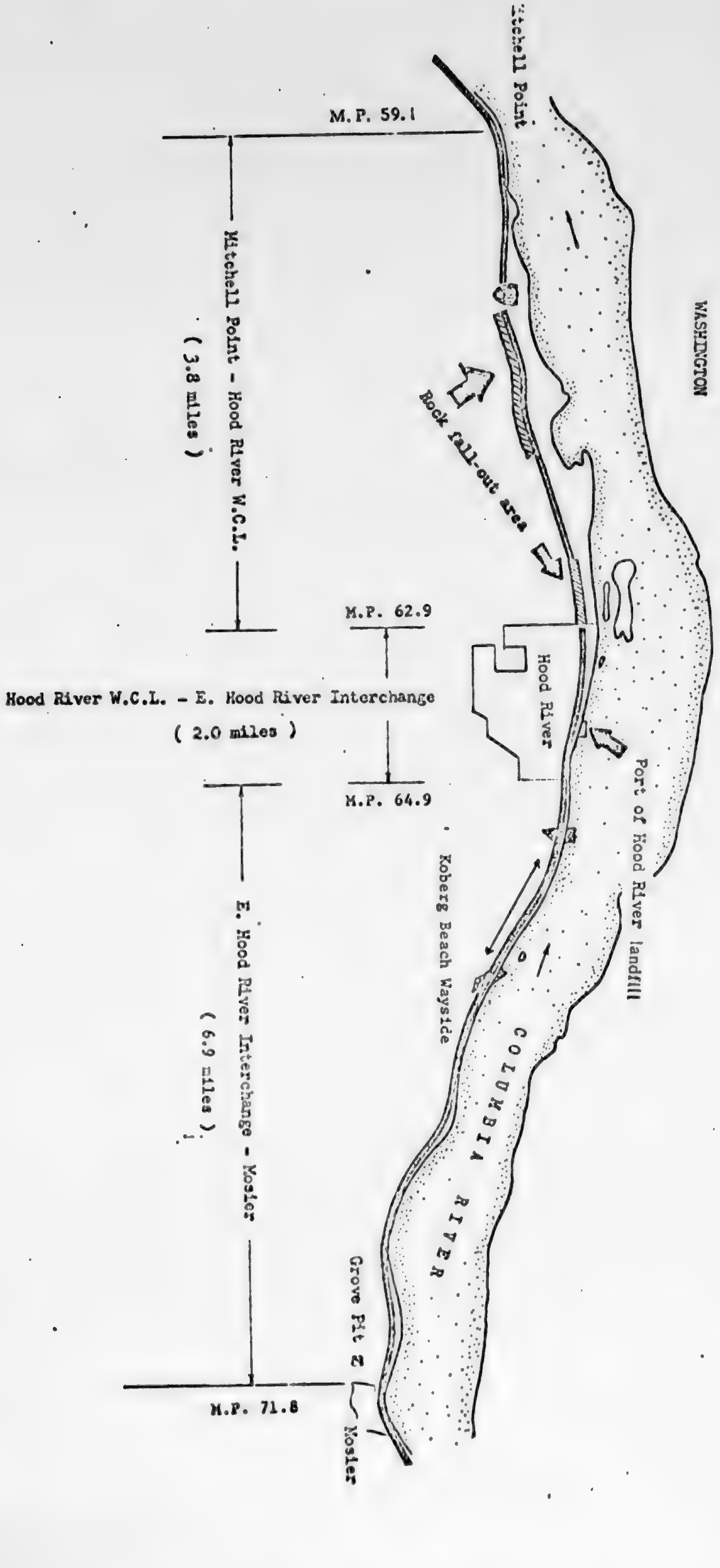
Your concurrence is respectfully requested.

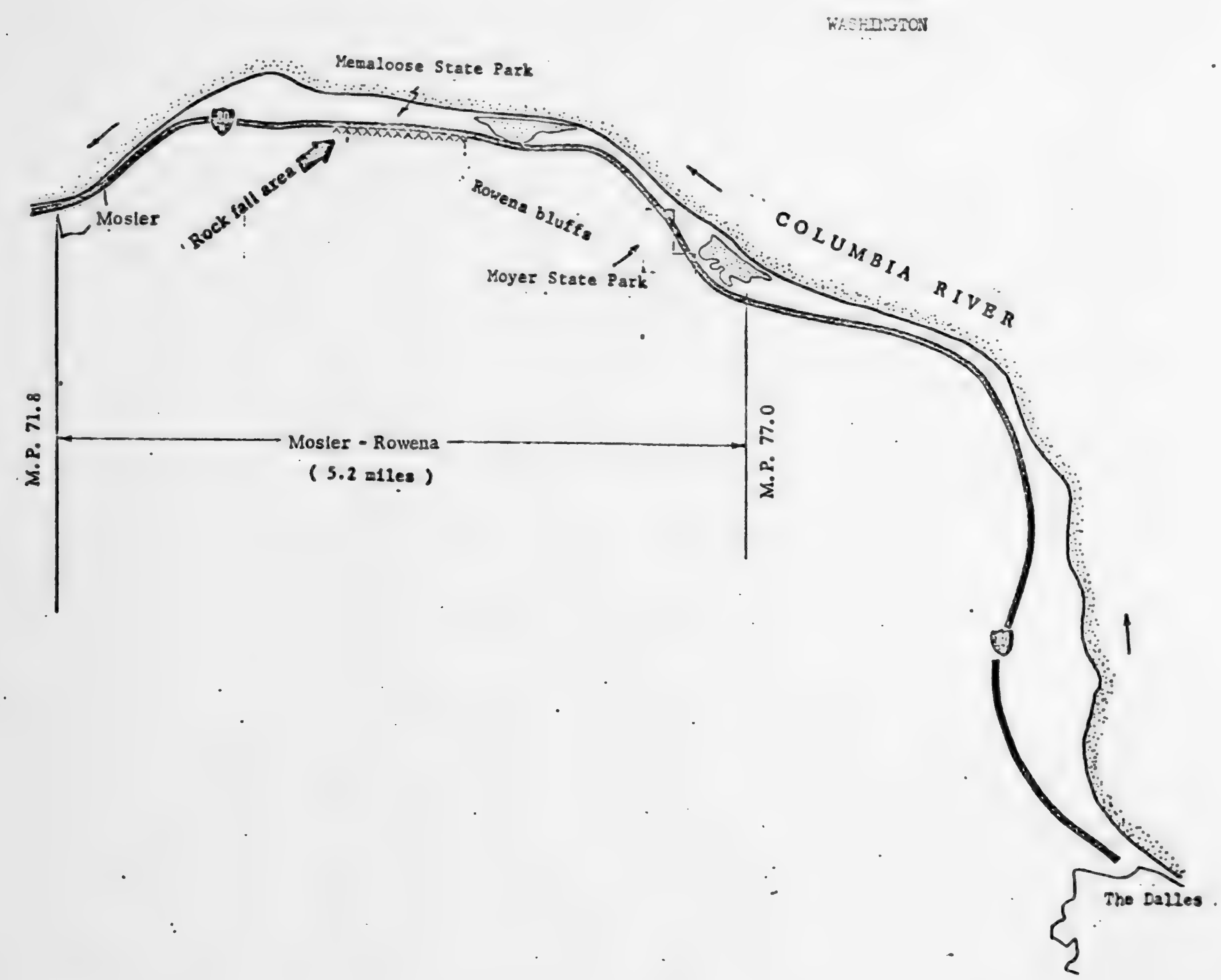
Endorsement to Oregon State Highway Division

Concur ______________________ Date 12-10-73
Division Engineer

JK:ss bb

12/18/73 cc
L.H. Young
J.F. Putnam
J.H. Versteeg
V.D. Wolfe
Env. Files


WASHINGTON
Mitchell Point
M.P. 59.1
Mitchell Point - Hood River W.C.L.
(3.8 miles)
Rock fall-out area
M.P. 62.9
Hood River
Hood River W.C.L. - E. Hood River Interchange
(2.0 miles)
Port of Hood River landfill
M.P. 64.9
Koberg Beach Wayside
E. Hood River Interchange - Mosier
(6.9 miles)
COLUMBIA RIVER
Grove Pit 2
M.P. 71.8
Mosier


WASHINGTON
Memaloose State Park
COLUMBIA RIVER
Mosler
Rock fall area
Rowena bluffs
Moyer State Park
M.P. 71.8
Mosler - Rowena
(5.2 miles)
M.P. 77.0
The Dalles

8182 13

August 27, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen

On August 22, 1975, we wrote to you concerning release of final payment on Contract No. 8182 awarded to R. J. Taggart Construction Co., Inc., for work on the Fossil Rock Production Project on the Shaniko-Fossil Highway in Wheeler County.

Final payment on this contract is $2,609.08 and the total contract amount is $46,693.45 including $153.28 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc R. J. Taggart Constr. Co., Inc.
954 Huron Court S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fossil Rock Production

WEEK ENDING: August 2, 1975

SECTION PREFIX: 135-8317

HIGHWAY: Shariko-Fossil

COUNTY: Wheeler

NAME OF JOB: Fossil Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R. J. Taggart Construction Co., Inc.

CONTRACT NUMBER: 8182

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 2, 1975

DATE WORK STARTED: May 4, 1975

ESTIMATED COMPLETION DATE: July 3, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 . SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: July 31, 1975

PERCENT OF TIME ELAPSED: 69

PROJECT AUTHORIZATION: $ 54,273.00

EXCLUSIVE OF ENGINEERING: $ 49,533.00

ENGINEERING AUTHORIZATION: $ 4,740.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,810.29

ENGINEERING COST TO DATE: $ 4,494.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.5 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: July 3, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,825.1 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,825.1 CY		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	" "			
TUESDAY	Pty. overcast-Windy			
WEDNESDAY	Pty. overcast-cool			
THURSDAY	Clear-Warm			
FRIDAY	" "			
SATURDAY				

K
Routing
Keasey
Bond
Jackmond ✓
Harwood
[illegible]
Walker
RECEIVED
AUG 4 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity all week.
MONDAY	Semifinal estimate made out and submitted to Region Office in Bend.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Region Office in Bend on July 28, 1975.

SIGNED ____________ LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8183 Tongue Point-Fern Hill Sec. 1975
Columbia R. Hwy. E. of Astoria
(Grading & paving)

#0155

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 733 - 626

8

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 8-31-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. F-RF-121(6)
COMPLETION DATE 8-10-76	ACCEPTANCE DATE BY CONTRACT AGENCY 4-4-77	TIME ELAPSED 100 %	CONTRACT TIME 315 CWD
APPROVED EXTENSIONS 10	LOCATION Tongue Point-Fern Hill Section of the Columbia River Hwy. east of Astoria		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TONGUE POINT-FERN HILL SEC.
COLUMBIA RIVER HIGHWAY
Grading and Paving

This project is located on the Columbia River Highway east of Astoria for 4.26 miles. The work consisted of grading, drainage, and overlaying the existing roadway facility to provide for two 12-foot lanes with 4-foot paved shoulders. The project was satisfactorily completed 8-10-76.

The contract was set up for 315 calendar work days. The contractor used 325 to complete the project. An extension of time for 10 days has been approved. No liquidated damages were assessed for the work.

Final costs for the contract $821,789.60 which is a 14% overrun.

COPY
SEP 7 197
W shingtor

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE G.K. Hossner Original signed by G. K. Hoss Dist. Engr.	
TITLE Area Engr.	DATE 9-6-77	TITLE District Engr.	DATE 9-6-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

C 93(4)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS ... 4 R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 20-4)

ALL CARDS: To be completed by Washington Headquarters Personnel 16 18 19 2 4 5 22 23 24 25 8 9 27 28 12 13 30 31 15 33

CARD A

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE: Oregon

COUNTY: Clatsop

FEDERAL PROJECT NO.: F-RF-121 (6)

URBAN ☐ RURAL ☒

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6706	
20	FINAL CONSTRUCTION COST	DOL.	953,898	
21	LENGTH OF PROJECT	MILES	5.050	

DATE STARTED: June 19, 1975

DATE COMPLETED: August 10, 1976

TOTAL NO. BRIDGES: 0 –

PART B (To be completed by contractor - See instructions on reverse) (REMARKS - Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS 19,465	GROSS EARNINGS 209,496

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	396,960	
	9	PETROLEUM PRODUCTS	GAL.	9800	
	1	CEMENT	BBL.	5298	
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.	50,120	
	3	BITUMINOUS MATERIAL	GAL.	303,450	
	4	LUMBER	THSD BD. FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	300	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	14	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	2800	
	17	FENCING	LIN. FT.	900	
	18	GUARDRAIL	LIN. FT.	1000	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 53 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	1450
		18	298
		24	396
		48	10
CARD J	13	CONCRETE PIPE	
		36	12
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

March 17, 1977

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8183 awarded to Roy L. Houck Construction Co. for work on the Tongue Point-Fern Hill Section of the Columbia River Highway in Clatsop County.

Final payment on this contract is $9,390.57 and the total contract amount is $934,360.86 including $48,709.18 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

8185 45

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER [illegible]39, 48 + 49		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 3	[illegible] -6	Project Number F-RF-121(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	168,411.00-F $ 828,589.00-RF	153,474.00-F $ 899,826.00-RF
Federal funds	131,679.99-F $ 647,874.01-RF	131,679.99-F $ 772,050.01-RF
Other revisions		

This modification is made for the following reasons: To include additional approved items and increase federal aid pro rata to 85.8% which results in a decrease in previous 100% funding of rural primary portion under PL 94-30 to a net of $117,660

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

DEPUTY STATE HIGHWAY ENGINEER
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon October 15, 1976

Federal Aid Project
No. F-RF-121(6)

TONGUE POINT-FERN HILL SECTION

COLUMBIA RIVER HWY. IN CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code 6706		
Roadway (MP 95.92 to 91.01 bk = MP 89.13 Att. to MP 88.49)		
Subtotal on previous estimate of December 24, 1975		$ 874,749.25
Additional Approved Items		
EWO 4 Furnish Gradall & J. D. Tractor Dozer & Ripper	All Required	28,050.96
EWO 5 Furnish D6, D8 & Sheepsfoot Roller	" "	12,326.21
EWO 6 Furnish TD8 Tractor & Dozer	" "	1,669.85
SFO 3 Furnish, Haul & Place A.C. to Improve Grade Subsidence	" "	3,120.00
	Increase	$ 45,167.02
	Subtotal	$ 919,916.27
	Engineering	133,383.73
	TOTAL	$1,053,300.00

Length of Roadway - - - - - - - - - - - - - 4.914 miles
Length of Structure - - - - - - - - - - - - 0.136 mile
TOTAL 5.050 miles

Cost of Roadway Per Mile - - - - - - - - - - $214,346.76

SUMMARY OF FUNDS

Description	Total Cost	*Federal Funds	State Funds
Roadway (Primary G-2)	$ 153,474.00	$131,679.99	$ 21,794.01
Roadway (Rural Primary G-1)	899,826.00	772,050.01	127,775.99
TOTAL	$1,053,300.00	$903,730.00	$149,570.00

Group 1 - 85% Group 2 - 15%
Contract No. 8183
Prefix: 4-1017

*Increase federal aid pro rata to 85.8%

NOTE: Use primary funds not to exceed amount shown.

7/13

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-147		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 2	5 . 13 . 7 STATE COPY	Project Number F-RF-121(6)

/5

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14 , 19 75 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	168,411.00-F $828,589.00-RF	168,411.00-F $ 828,589.00-RF
Federal funds	131,679.99-F $647,874.01-RF	131,679.99-F $ 828,589.00-RF
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed May 14 , 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $180,714.99 ." -RF
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May , 1976 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
12-343 & 12-344
PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State
Oregon
County
Clatsop
Project Number
F-RF-121(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 19 75, is hereby modified as follows:

		Former amount	Revised amount
Estimated total cost of project		$ 825,182	$ 997,000
Federal funds		$ 645,209*	$ 779,554
Other revisions	* APPN Code		
	012	$ 112,000	$ 131,679.99
	075	533,209	647,874.01

This modification is made for the following reasons:

Increase in bid item quantities and extra approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of December, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. F. Schroeder
Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, December 24, 1975

Federal Aid Project
No. F-RF-121(6)

TONGUE POINT-FERN HILL SECTION

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code 6706
Roadway (M.P. 95.42 to 91.01 Bic = M.P. 89.13 AH to M.P. 88.49)

Subtotal on previous estimate of May 7, 1975

Previous Estimate $727,033.00

Temporary Signs	500 sq.ft.	7.00	$ 3,500.00
Flagmen	420 hours	15.00	6,300.00
Loader, Wheel Type, Minimum 3 cu. yd.	175 hours	45.00	7,875.00
Dump Truck, Minimum 8 cu. yd.	440 hours	30.00	13,200.00
Laborers	300 hours	15.00	4,500.00
			$ 35,375.00

Revised Estimate

Temporary Signs	942 sq.ft.	7.00	$ 6,594.00
Flagmen	3,144 hours	15.00	47,160.00
Loader, Wheel Type, Minimum 3 cu. yd.	313 hours	45.00	14,085.00
Dump Truck, Minimum 8 cu. yd.	1,603 hours	30.00	48,090.00
Laborers	538 hours	15.00	8,070.00
PA 5 Type I Fence	900 lin.ft.	0.39	351.00
PA 5 Brace Rails	6 only	35.00	210.00
PA 5 Sand Blanket	9,455 cu.yd.	4.75	44,911.25
PA 5 Furnish 24-inch CMP	240 lin.ft.	13.00	3,120.00
SFO 1 Permanent Striping	All Required		4,000.00
SFO 2 Adjust Flashing Beacon	All Required		500.00
Permanent Signing	All Required		6,000.00
			$183,091.25

Net Increase	$147,716.25
Subtotal	$874,749.25
Engineering	122,250.75
Total	$997,000.00

Length of Roadway - - - - - - - - - - - 4.914 Miles

Length of Structure - - - - - - - - - - 0.136 Mile

Total Length - - - - - - - - - - - - - 5.050 Miles

Cost of Roadway Per Mile - - - - - - - $202,889.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Primary)	$168,411.00	$131,679.99	$ 36,731.01
Roadway (Rural Primary)	828,589.00	647,874.01	180,714.99
Totals	$997,000.00	$779,554.00	$217,446.00

Group 1	100%
Contract No.	8183
Prefix	4-1017

Use Primary funds first not to exceed amount shown.

8183 R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	orm Approved; O.M.B. No. 04-R2089 STATE Oregon COUNTY Clatsop PROJECT NO. F-RF-121(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, Astoria, E. 5.1 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	4-9-75	5.050

FUNDS Pro-rata 78.19

ESTIMATED TOTAL COST OF PROJECT $ 825,182	FEDERAL FUNDS 112,000 (Primary) $ 533,209 (Rural Primary)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. F-RF-121(6)

TONGUE POINT-FERN HILL SECTION

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code 6706
Roadway (M.P. 95.42 to M.P. 91.01 Bk = M.P. 89.13 Ah to M.P. 88.49)

Mobilization	All Required		$ 67,000.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Temporary Signs	500 sq.ft.	7.00	3,500.00
Flagmen	420 hour	15.00	6,300.00
Pilot Car	140 hour	20.00	2,800.00
Removal of Structures and Obstructions	All Required		3,000.00
Blade Grader, Minimum Weight 27,000 lbs.	150 hour	45.00	6,750.00
Loader, Wheel Type, Minimum 3 cu.yd.	175 hour	45.00	7,875.00
Dump Truck, Minimum 8 cu.yd.	440 hour	30.00	13,200.00
Tractor, Rubber Tired, with Backhoe, Minimum 3/8	80 hour	30.00	2,400.00
Laborers	300 hour	15.00	4,500.00
Watering	300 M-gal	6.00	1,800.00
Aggregate Shoulders	12,800 ton	5.85	74,880.00
Cement Treated Base Mixture	22,400 ton	6.90	154,560.00
Portland Cement in CTB Mixture	1,250 ton	60.00	75,000.00
Asphalt in Seal	100 ton	120.00	12,000.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	7,500 ton	8.80	66,000.00
Class "C" Mod. Asphalt Concrete Mixture	8,400 ton	9.10	76,440.00
Asphalt Cement in Mixture	1,100 ton	74.00	81,400.00
Portland Cement Additive in Class "C" Mod. Mixture	90 ton	75.00	6,750.00
Asphalt in Tack Coat	22 ton	125.00	2,750.00
Furnish 12-inch Sewer Pipe	1,050 lin.ft.	5.00	5,250.00
Furnish 18-inch Sewer Pipe	84 lin.ft.	12.00	1,008.00
Concrete Inlets, Type G-1	5 only	550.00	2,750.00
Concrete Inlets, Type M-E	2 only	750.00	1,500.00
Furnish 8-inch Drain Pipe	1,100 lin.ft.	4.00	4,400.00
Furnish Special Material in Drains	140 cu.yd.	15.00	2,100.00
Guard Rail, Type 2A	925 lin.ft.	10.00	9,250.00
Guard Rail, Type 3	75 lin.ft.	15.00	1,125.00
Guard Rail Anchors, Type 1	11 only	320.00	3,520.00
Rail End Pieces, Type C	11 only	125.00	1,375.00
Extra for Asphalt Approaches	32 only	100.00	3,200.00

Guide Posts	500 only	14.00	$ 7,000.00
Adjust Manholes	3 only	150.00	450.00
			$719,833.00

Additional Items

Temporary Erosion Control	All Required	$ 1,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Permanent Pavement Striping and Traffic Markers	All Required	4,000.00
Stage Construction Striping	All Required	400.00
Guard Rail Bridge Connections	All Required	1,000.00
		$ 7,200.00
	Subtotal	$727,033.00
	Engineering	98,149.00
	Total	$825,182.00

Length of Roadway - - - - - - 4.914 miles
Length of Structure - - - - - .136 mile
Total Length 5.050 miles

Cost of Roadway per Mile- - - $167,924.70

Retained in Program Status

Permanent Signing	All Required	$ 6,000.00
Adjust Flashing Beacon	All Required	500.00
	Subtotal	$ 6,500.00
	Engineering	877.00
	Total	$ 7,377.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Primary)	$143,241.00	$112,000.00	$ 31,241.00
Roadway (Rural Primary)	681,941.00	533,209.00	148,732.00
Subtotals	$825,182.00	$645,209.00	$179,973.00
Retained in Program	7,377.00	5,768.00	1,609.00
Totals	$832,559.00	$650,977.00	$181,582.00

Group 1 - 100%
Contract No. 8183
Prefix: 4-1017

Use Primary Funds first not to exceed amount shown.

TONGUE POINT-FERN HILL SECTION

Nonparticipating - State Work

Setting Mailbox Posts (Bid Item)	46 only	30.00	$ 1,380.00
Furnish Mail Box Posts	23 only	25.00	575.00
State Responsibility for Damages	All Required		1,000.00
	Total		$ 2,955.00

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-RF-121(6)

STATE PROJECT NO.
Tongue Point-Fern Hill

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF 46 & F 545

COUNTY NAME
Clatsop

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2[illegible] '76
REFER TO
[illegible]

DATE PS&E APPROVED 4-9-75	DATE AUTHORIZATION EFFECTIVE 9-13-76	FEDERAL ROUTE NUMBER Primary 1	
		STATE ROUTE NUMBER Primary 2W	

GENERAL LOCATION:
U.S. Astoria East 5.1 miles

GENERAL DESCRIPTION OF WORK:
Grade & Pave 31 driveways, various locations throughout project MP 88.49 to MP 95.42.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~A NEGOTIATED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-1-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount f $8,500 - Federal Funds $6,650.

DATE 10-15-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*79602-734

8183

October 6, 1976

Roy L. Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8183 for work on the Tongue Point-Fern Hill Section of the Columbia River Highway in Clatsop County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 10 days is granted because of added work by price agreements. This will delete all liquidated damages.

Very truly yours,

R L Schroeder
E. S. Hunter for
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8183

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 4, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Tongue Point-Fern Hill
Contract No. 8183
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Roy L. Houck Construction Company requests a 10-day extension of the overall contract completion time (the B Phase) because of work added by price agreements. The early phase, or A Phase of the contract, was completed within the time allowed. It covered all work except construction of the modified C pavement and guard rail. Part of the modified C paving was carried over into 1976 and was completed August 10 with 10 days liquidated damages assessed at $100 per day.

The road work on this project was done on an hourly rental basis. The three price agreements cited by the contractor were significant and added over $76,000 worth of work. On just a time-money basis, even using only the early phase time of 125 days, these added orders would justify 13 additional days. Actually Price Agreement 15 did not occur until July of this year, very late in the contract time. I believe the 10 days requested is readily justified because of added work and concur in the field recommendations that it be granted.

This was a primary federal-aid project and the extension can be granted on a participating basis under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8183 Contractor Roy L. Houck Construction Company

Highway Columbia River

Section Tongue Point - Fern Hill

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

Extra work more than justifies an additional 10 calendar workdays on Phase B of this project.

Construction Section recommends 10-day extension of contract time due to added work, (Price Agreements 5, 13 and 15).

Recommended for Approval:

Gerald Wimer
~~Division Engineer~~
Region Construction Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Asst
State Highway Engineer

Contract No. 8183

Project designation [illegible]-121(6)
State-Federal

Date awarded May 5, 1975

Work started June 12, 1975

Per cent completed 100%, 8-10-76
Date

No. of Calendar Workdays Allowed Phase B = 315 cwd's

No. of Calendar Workdays Used Phase B = 325 cwd's

No. of Added Workdays Requested Phase B = 10 cwd's

HP*6196-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date [illegible], 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 315 days to 325 days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

LETTER ATTACHED

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date September 13, 1976

We, Peerless Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

B H Updegraff Jr
Attorney-in-fact

(SEAL)

By: L Bart
Resident Agent
Updegraff-Gardner Insurance, Inc.

ROY L. HOUCK CONSTRUCTION COMPANY
HEAVY CONSTRUCTION
AN EQUAL OPPORTUNITY EMPLOYER
2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

RECEIVED
SEP 14 1976
GARELD INLOES
RESIDENT ENGINEER

September 10, 1976

Mr. Gareld Inlowes
Resident Engineer
P. O. Box 1104
Astoria, Oregon 97103

Re: Tongue Point-Fern Hill, Contract # 8183.

Dear Mr. Inlowes:

We request a 10-day time extension on this project based on additional work added to the project through various price agreements and extra work.

1. Price Agreement #5. Alignment Change. State of Oregon Highway Department changed alignment from Sta. 267 to 276 which required additional work. The price agreement required an additional sand borrow in the amount of 9,000 cy, new fence 900', the work outside of this was on extension of unit equipment rental.

2. Price Agreement #13. Slide Removal. State of Oregon Highway Department requested the contractor to remove slide M.P. 87.2 and place excavated material at Sta. 267-276 alignment change.

3. Price Agreement #14. Repair Embankment Failure M.P. 94.3. State of Oregon Highway Department requested the contractor to repair slide in existing embankment M.P. 94.3. Work required removal of undesirable fill material and replacement with rock embankment and suitable fill.

Based on the foregoing reasons the contractor requests that 10 additional days be granted this contract so sufficient time is had to complete all contract items timely.

Very truly yours,

ROY L. HOUCK CONSTRUCTION CO.

Jim Lambie

JEL:jl
encl.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVA ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-121(6)

TE PROJECT NO. Tongue Point Fern Hill

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
FOR

DATE PS&E APPROVED: 4-9-75

DATE AUTHORIZATION EFFECTIVE: 7-23-76

FEDERAL ROUTE NUMBER: Primary Route 1

STATE ROUTE NUMBER: Primary Route 2W

GENERAL LOCATION:

U.. 30 Astoria East 5.1 miles

GENERAL DESCRIPTION OF WORK:

Furnish, haul and place commercial asphaltic concrete to improve grade subsidence MP 89.1 & 92.4

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-9-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $3,120 - Federal Funds $2,440.

DATE: 8-25-76

SIGNATURE OF APPROVING OFFICIAL

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tongue Point - Fern Hill
WEEK ENDING: Aug. 13, 76
SECTION PREFIX: 4-1017
HIGHWAY: Columbia River
COUNTY: Clatsop
NAME OF JOB: Same
KIND OF WORK: Grading & Paving
CONTRACTOR: Roy L. Houck Construction Co.
CONTRACT NUMBER: 8183
FEDERAL AID PROJECT NUMBER: F-RF-121(6)
DATE OF CONTRACT: May 5, 75
DATE WORK STARTED: June 19, 75
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 315
CALENDAR DAYS USED: 325
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 1,000,550.89
EXCLUSIVE OF ENGINEERING: $ 918,584.06
ENGINEERING AUTHORIZATION: $ 81,966.83
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,013,377.39
ENGINEERING COST TO DATE: $ 92,900
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.3 %
PERCENT OF AUTHORIZATION: 113 %
DATE PROJECT WAS COMPLETED: Aug. 10, 76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Dozer, blade & backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cloudy	323		
MONDAY 9	Cloudy	324		
TUESDAY 10	Partly Sunny	325		
WEDNESDAY 11	Cloudy	C		Contract Complete
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No work
MONDAY 9	Project dressing & clean-up. Paving of driveways
TUESDAY 10	Paved remaing driveways. Project clean-up. Project complete.
WEDNESDAY 11	Minor handwork on slopes.
THURSDAY 12	Final inspection. Ditch excavation & waste area dressing needed attention & was completed.
FRIDAY 13	No work.
SATURDAY 7	No work

REMARKS

Project complete.

Final inspection given Thursday Aug. 12, 1976 by P. Riedl, G. Wimer. E. Everton, Joe Savage, G. Inloes, J. Read, E. Welch & Walt Hockema.

SIGNED Gareld Inloes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1975

TO Oregon Transportation ~~State Highway~~ Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Tongue Point-Fern Hill
Contract No. 8183
Request for Increase in
Project Authorization

An overrun of $164,637.01, or 19.7 percent, is indicated on this project. It is now about 80 percent completed with some toplift paving to be performed next year westerly from the John Day River. The contract time allowed for this modified C Paving is to be done in better weather next year.

Over $90,000 of the overrun is due to an alignment change added to the contract. This eliminated two reversing 28-degree curves with new alignment on new right-of-way at approximately M.P. 92 just east of the John Day River. This was a very desirable improvement on which a right-of-way could not be cleared prior to letting of the contract.

The grading work for widening on this contract is performed on an equipment rental basis. There have been several additions and substitutions in the equipment which used up most of the available contingency funding. There has also been a heavy overrun of the flagging item. This is a primary federal-aid project and all the added work contributing to the project overrun has been participating.

Your approval of the $164,637.01 increase to a new total of $1,000,550.89 is requested. This will be on the agenda for your consideration at the November 25 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter (w/forms)
H. S. Coulter
C. T. Keasey
Vern Skoog
Gary Sund
Jack Graham
C. O. Fredrickson

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8183

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 17, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Tongue Point-Fern Hill
Contract No. 8183
Request for Increase in
Project Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

An overrun of 19.7 percent is indicated on this project. It is now about 80 percent completed with about 4,000 tons of modified C toplift paving to be performed next year westerly from the John Day River. The contract time allowed for the modified C paving to be done in better weather next year.

The money overrun amounts to over $164,000. Over $90,000 of this is due to the P.A. 5 alignment change added to the contract. This eliminated two reversing 28 degree curves by new alignment on new right of way at approximately M.P. 92 just east of the John Day River. You may recall the likelihood of a need for additional project funding was discussed at the time P.A. 5 was approved. A major item of the cost was the importing of some 9,000 cubic yards of sand blanket to build the roadbed over a swampy area.

The grading work for widening on this contract is performed on an equipment rental basis. There have been several additions and substitutions in the equipment which used up most of the available contingency funding. You will note there has also been a heavy overrun of the flagging item. The contract bid item was for 420 hours at $15.00 per hour, or $6,300. It is expected to overrun by $36,000, or 570 percent. This is a primary federal aid project and all the added work contributing to this overrun has been participating.

A rough draft letter to the Transportation Commission requesting a new total authorization of $1,000,550.89 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

NOV 17 1975

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Tongue Point - Fern Hill
Date October 10, 1975
Highway Lower Columbia River
Contract No. 8183
County Clatsop
Kind of Work Grading & Paving
Contractor Roy L. Houck Const. Co.

	Authorized	Estimated	
Contract Amount	$721,213.00	$757,213.00	+ 36,000.00
Anticipated Items	15,275.00	15,275.00	
Contingency (4½%)	33,141.96	146,096.06	+ 112,954.10
Engineering (9%)	66,283.92	81,966.83	+ 15,682.91
Credits			
PROJECT COST	835,913.88	1,000,550.89	
NET INCREASE $		164,637.01	or (19.7%)

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE NOV 25 '75

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

				Expected Amount	Net Change
(U)	P A	1	Roller	$3,000.00	146,096.06
"	"	2	Mech. Tamper & Chainsaw	1,900.00	
"	"	3	Furnish & Install Culverts	4,439.00	
"	"	4	" " " "	5,186.00	
"	"	5	Construct Alignment Change	90,644.00	
"	"	6	Power Concrete Saw	520.00	
"	"	8	Substitute A.C. for C.T.B.	1,965.60	
"	EWO	4	Substitute Equip: Gradall & Dozer	28,600.00	
"	"	8	Furnish Commercial A.C.	2,000.00	
(C)	B I	4	Flagmen	42,300.00	
(A)			Future Contingency (4.5%) $174,254.60= $+7,841.46	7,841.46	

Principal reasons for overruns (Continue on reverse side): The major reason is the construction of the Alignment Change; improper specified equipment; flagging and trucking was originally underestimated; and the addition of drainage items.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer
Noted by ______ Construction or Bridge Engineer
Confirmed by ______ Division Engineer
Noted by ______ Deputy or State Highway Engineer

Tongue Point - Fern Hill Section

Overruns of Project Authorization

	Construction Engineering	overrun	#15,380.91
P.A. #1	Vibratory Roller (smaller roller for shoulder work) Contract "specified equipment" did not list a roller		3,000.00
2	Mechanical Tamper + chain saw No provision in contract for this equipment		1,700.00
3	Furnish Culvert Pipe + Const. 5 conc. inlets Culvert work was to be done by maintenance forces. Inlets were addition to contract item.		4,437.00
4	Furnish Culvert Pipe Pipe for relocation of storm sewer outlet at Navy Hosp.		5,156.00
5	Const. Alignment change Sta. 267 to 216+50 — Covers roadway const. costs.		90,644.00
6	Power Concrete Saw Pavement cutting required for P.A. #4		500.00
8	Furnish + Place additional Class "B" A.C. Mostly for new alignment		1965.60
EWO #1	On the Job Trainee Provided for in Contract		—
2	Furnish Mail Box posts Provided for in Project Authorization		—
3	Temporary striping Provided for in Project Authorization		—

(Cont.)

EWO #4	Furnish Gradall + Dozer Equipment considered necessary for shallow excavation & slope work - Was not incl. in contract	28,600.00
5	Furnish equipment for Const. alignment revision	1,550.00
6	Furnish Dozer Replaces Dozer in S.F.O. #4	2,400.00
7	Furnish Loader Replaces Contract specified equipment	960.00
8	Furnish Commercial A.C. for patching Extg. Rdwy and Pipe crossings	2020.00
Bid Item #4	Overrun on Flagging	42,200.00

Project will be completed in 1976 -
Top lift A.C., approaches + guardrail work
will be done next construction season.

Fred

M

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
H. S. COULTER

November 14, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Attn: Mr. Glenn Hossner

Re: Fern Hill-Tongue Point Section
F.A.P. No. F-RF-121(6)
Contract No. 8183
CTB Production

Dear Sir:

Following the completion of the cement treated base on this project, a concerted study of this item of work has been made by the Resident Engineer, the Region Construction Engineer, the Materials Section and the Construction Section.

Attached is a summary of test results from the records of this project.

The following things are believed to be main factors to consider in acceptance of the produced C.T.B.

1. The aggregate in the mix is well within substantial conformance to the specifications.

2. Out of the 14 days run, there were 3 days in which the cement content was below that specified and 5 days that the cement content was above. The average cement job content was 5.2 percent.

   The design cement content was set at 5 percent with a ± 0.5 percent tolerance.

3. Strength tests show all but one test sample in excess of the design 1,000 P.S.I. Three tests are above 2,000 P.S.I.

RECEIVED
NOV 1[illegible] 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG
NOV 18 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

4. With the exception of test #14, there does not appear to be any correlation between P.S.I. and cement content.
5. There is some correlation, however, between P.S.I. and moisture content of the mix. In general, the higher the moisture, the higher the P.S.I.
6. There certainly is no deficiency in strength of the mix.

In consideration of the above factors, it is our opinion the C.T.B. obtained is suitable for the use intended and will perform adequately for its life expectancy.

Some cracking was noted and was to be expected, as this is prevalent on all C.T.B. It is thought that the 3-1/2 inch overlay of asphalt concrete will be of sufficient depth to limit any reflective cracking due to shrinkage of the C.T.B.

Attached is a copy of a memorandum from J. E. Wilson, Materials Section, to C. O. Fredrickson, Region Engineer, in which he states it is their opinion the C.T.B. used in the construction is of satisfactory quality.

Although we believe the quality of the C.T.B. is acceptable for the use intended, there still remains the fact that the cement content varies outside the design limits and therefore a deduction for non-specification material is in order.

In addition, it has been determined that a 10 cent deduction per ton for the C.T.B. plant not meeting specifications is to be made on all the C.T.B. Our analysis indicates this amounts to more than a pro-rated cost of modifying the plant.

The contractor has been advised that his plant must conform to specifications before it will be allowed on any State projects in the future.

In addition, this Region is now putting into effect a preconstruction inspection on all C.T.B. plants. This will also be a topic at our Statewide meeting this winter. Attached is a tentative report sheet for this inspection.

Very truly yours,

C. T. Keasey
Construction Engineer

By
John H. Walker
Quality Control Engineer

JHW:fr
Att.
cc: H. S. Coulter
C. O. Fredrickson
Gareld Inloes

FORM 81-7-14-1030

REGION 2 ENGINEER
RECEIVED
OCT 24 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

4-1017

FILE: ~~S.C. 8183~~

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 27, 1975

FROM: John C. Jenkins
Engineer of Materials
By JEW
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Quality of CTB on Tongue Point-Fern Hill Project, Cont. #8183

TO: Mr. C. O. Fredrickson
Regional Engineer

Attn.: G. Wimer

With reference to our 22 October, 1975 memo on uniformity of the Cement Treated Base mix on the Tongue Point-Fern Hill project, we would like to expand or clarify one point. With the indicated level of mix compressive strength, the load bearing capability and durability of the produced CTB is of the design quality.

In the design of CTB mix proportions, consideration is made for the base thickness design crushed base equivalency (CBE) factor, durability of the cement gel formation and shrinkage characteristics of the in-place material. Based on experience reported and observed over the nation for the use of CTB, the CBE and durability factors are of greatest importance. More problems have been found from the use of low strength CTB than experienced from high strength and increased shrinkage. Also, it should be pointed out that shrinkage is increased from increased cement content and not from increased strength. For this reason, the design cement content of CTB should not be reduced based on field specimen compressive strength alone.

Since the strength of CTB mix used on the project is on the high side of the 1000 psi design and the cement content is near the design level, we are of the opinion that the CTB mix used in construction is of a satisfactory quality.

JEW:gs

cc: G. Inloes
D. Siddoway

4-1017

Routing
2 Keasey K
1 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
OCT 23 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

RCC FFE

9
RES AST 7 10-22-75 12-30PM

ATT C O FREDRICKSON

RE TONGUE POINT - FERNHILL

CONTRACTOR COMPLETED MOD. C FROM EAST PROJECT END TO THE JOHN DAY RIVER BRIDGE OCTOBER 21, 1975. HE IS REMOVING A C PLANT AND PLACING SHOULDER ROCK TODAY. PLANS TO PLACE ALL PROJECT SHOULDER ROCK AND SITE POSTS IN THE NEAR FUTURE.

PART OF GUARD RAIL AND PERMANENT SIGNS WILL BE PLACED THIS YEAR. RANDOM FILL BETWEEN ALIGNMENT CHANGE WILL BE PLACED THIS WINTER, WEATHER PERMITTINHXX PERMITTING. TRAFFIC LINE STRIPING IS SCHEDULED FOR MONDAY, OCTOBER 27, 1975.

GARY INLOES

E L EVERTON
LH439

Note — Balance modified 'C' mix next year. Also finishing.
(This is consistent with the contract time allowed)
F.B.

cc Scott Coulter
C T Keasey

BEN GIFFORD

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 30, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project F-RF-121(6)
Fern Hill-Tongue Point Section
CTB Production

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

On September 11 another inspection of the subject project was made concerning the placement of the Cement treated base. It was found that since our first review the production of this material has continued without any substantial changes. The cylinder breaks and daily cement content indicate considerable variation in mixture and the in-place CTB is showing contraction cracking.

Prior to our acceptance of this project we will need a report of your full review and evaluation of the CTB material incorporated in this project with assurance that the specified mixture was obtained and that the finished product will function in a satisfactory manner throughout its life expectancy. Also please advise of the action taken to prevent future recurrences of this nature.

G.K. Hossner
for G. L. Green

cc:
OSHD (Keasey)
OSHD (Reg 2, Fredrickson)

10-2-75
Refer to Keasey
By H.S. Coulter
Please Ans. cy HSC
Due Date 10-13-75

RECEIVED
STATE HWY ENGR
OCT 1 '75
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ...... OF ...... SHEETS

Cement Treated Base – Test Result Summary.
Fern Hill – Tongue Point Section
Contract 8183

Date	Aggr. Grad Day Av.	Moisture in Mix %	Cement in Mix % Day Av.	Lab Test No	Cement % in Test Samp.	P.S.I. of Test Sample
7/25	In Spec.	8.5	5.3			
7/28	In Spec.	7.6	4.3	2	3.9	1324
7/29	In Spec.	7.2	4.7	3	3.9	1363
"	"	"	"	4	4.4	1183
7/30	In Spec	9.6	5.6	5	5.6	2059
"	"	"	"	6	.	969
7/31	In Spec	8.6	5.4	7	5.3	1673
"	"	"	"	8	5.2	1644
8/1	In Spec.	13.1	5.7	9	5.5	2381
"	"	"	"	10	5.0	1508
8/4	In Spec.	7.3	5.4	11	5.7	1738
8/25	In Spec	9.7	4.0	12	4.2	1720
8/26	In Spec.	8.1	5.0	13	4.8	1662
"	"	"	"	14	7.5	2787
8/27	In Spec.	6.8	6.8	15	7.2	1064
9/2	In Spec.		5.8	16	7.2	1618
"	"	"	"	17	5.2	1587
9/3	In Spec	6.9	5.8.	18	5.5	1337
"	"	"	"	19	5.4	1396
9/4	In Spec.	7.2	4.9	20	4.7	1117
"	"	"	"	21	4.8	1210
9/5	In Spec	6.8	4.4	22	4.7	1239
"	"	"	"	23	4.5	1328

5.2 Av.

2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-1017

Salem, Oregon
November 7, 1975

C. O. Fredrickson

FROM: C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Review of Striping Plans
Tounge Point - Fern Hill Section
Columbia River Highway

TO: D. N. Stoudenmeyer
PRELIMINARY DESIGN SUPERVISOR

As requested we have reviewed the striping plans and are in agreement with them except we feel that the plastic markers outlining the edge of the deceleration lane should extend only to the beginning of the intersection and not all the way through it. It would be helpful for our striping crew if the lineal dimensions of the refuge could be shown.

cc: Gary Inloes

RK:bw

RECEIVED
NOV 10 1975
ROAD
D[illegible]
SECTION

A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
Other

October 21, 1975

The Honorable Raymond A. Dreeszen
Mayor Pro-Tem
City of Astoria
City Hall
Astoria, Oregon 97103

221-H

Dear Mayor Dreeszen:

Thank you for your recent letter regarding the project on lower Highway 30 from Fernhill to Tongue Point. As you know, this has been a difficult project to construct and the Highway Division regrets the necessary inconvenience the traveling public has been required to accept in the course of the construction activity.

It is hoped that the construction of the highway, including the finished wearing surface, can be completed prior to the winter season. The Highway Division is taking advantage of every good working day in order to complete the project before winter.

Should it be necessary to discontinue work on this project prior to completion, the pavement will be brought to an acceptable condition, and both the centerline striping and fog line striping will be placed. This should provide a facility considerably better than that which existed before the work was started.

I hope the completed facility will serve the needs of the people in the Astoria area in a satisfactory manner.

Sincerely,

Governor

RWS:fb

bcc Department of Transportation
George M. Baldwin
H. S. Coulter
E. S. Hunter
C. O. Fredrickson

COF:elk srb (Prepared for the Governor's signature subject to his approval.)

002974

Please prepare draft reply
for Governor's signature
by 10-21
Thank you.

CITY OF ASTORIA OREGON

OFFICE OF THE MAYOR

October 8, 1975

The Honorable Robert Straub
Governor of Oregon
Salem, Oregon 97310

Dear Governor Straub:

The City of Astoria has sincerely appreciated your efforts and those of the State Highway Department in promoting improvement of the highways into our city, however, the work being done on U. S. 30 from Fernhill to the Astoria city limits has lagged and we have heard many citizen complaints that the stretch will not be completed prior to the winter rains.

We sincerely hope that the Highway Department will work as rapidly as possible to either complete the job or bring the road into reasonably good shape for the winter season and finish off the overlay in the spring as early as possible.

Sincerely yours,

THE CITY OF ASTORIA

Raymond A. Dreeszen
Mayor Pro-Tem

RAD:pr

RECEIVED
OCT 13 1975
Office of
Assistant State Highway Engineer

RECEIVE
STATE HWY E
OCT 10 '7
REFER T
FOR

RECEIVED
OCT 10 1975
OFFICE
DIRECTOR of TRANSPORTATION

ing (enc.)
asey
Fredrickson "

#7183

1:

October 10, 1975

1131-K

Mrs. Judy Karns
Route 4, Box 103
Astoria, OR 97103

Dear Mrs. Karns:

I'm terribly sorry to hear you were involved in an accident on the Fern Hill-Tongue Point construction project. As a result of your letter reporting the hazards you encountered, I have asked the Highway Division to be sure that this project is left in a safe condition for the winter.

I am advised that the shoulder base paving is completed and fog lines and reflecterized delineators will be installed before winter. This should provide a safer facility than the old road, even though the overlay may not be completed until next year.

Thank you for calling this to my attention.

Sincerely,

RWS:ha

Governor

bc Department of Transportation

bcc George M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Coulter
D. H. Moehring (enc.)
C. T. Keasey "
C. O. Fredrickson

ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
October 3, 1975
Salem, Oregon

FILE: 4-02

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Assignment FBK #1131

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

We're enclosing a rough draft for the Governor's consideration in reply to the letter from Mrs. Judy Karns included with the subject assignment. No explanation of the situation regarding the improvement of Highway 30 east of Astoria is attached since this has been submitted with a recent assignment of similar nature.

RECEIVED
OCT 6 1975
Office of
Assistant State Highway Engineer

COF/dea
Enclosure

8153

ASTORIA | AREA CHAMBER OF COMMERCE
INSTITUTED 1873

RECEIVED
STATE HWY ENGR
OCT 8 '75
REFER TO
FOR
Info Inves R/D D/R Sig Act File

October 1, 1975

Mr. Glenn Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Highway 30 construction, Fernhill to Astoria

Dear Mr. Jackson:

As Chairman of the State Highway Commission, you are vitally concerned with all of our State highways. I know this is a tremendous responsibility. Consequently, I am reluctant to bring this small stretch of road to your attention. However, the enclosed letter is so typical of the many complaints we are receiving that I am sending it to you.

Most of us are not engineers, but it appears that this job was poorly planned. Instead of excavating the sides and then following with a fill, we have been subjected all summer to a narrow road with drop-offs of six inches to two feet. There have been many accidents.

The fuse that lit so many tempers is the fact that for approximately a month, nothing at all was done because the contractor was working on another job. All of this time, we were subjected to the conditions mentioned in the enclosed letter from Mrs. Judy Karns.

We cannot question the right of the contractor to bid on more than one job to keep his crew and equipment busy, but it appears, that in awarding the jobs, the safety of the public was not given top priority.

NOTED
F. B. KLABO

270-14TH ST., P.O. BOX 176 ASTORIA, OREGON 97103 TELEPHONE 503-325-6311

We are now told that the Fernhill-Astoria contract does not provide penalty until June 1976. It may be too late for any remedial action, but I thought you would find the enclosed letter challenging.

The next time that you are in Astoria, I hope you will drop in to our Chamber office. We would like to show you our new facilities.

Very Cordially,

ASTORIA AREA CHAMBER OF COMMERCE

Roy

Roy Hammond
Manager

RH:mr

RECEIVED
OCT 2 1975
OFFICE
DIRECTOR of TRANSPORTATION

Route 4 Box 103
Astoria, Oregon 97103
September 29, 1975

OCT 8 '75
ER TO
HWY

The Honerable Robert Straub
Governor of the State of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

Why, does it seem, that our honored Governor's office seem to participate in the demise of Clatsop County? First economically, now physically and maybe yet personally.

I am referring to the conditions and "improving" of Highway 30 east of Astoria. I read that the expected paving and improvements are not to be completed until next June.

My gosh, what is our illustrious State Highway Department trying to do to us that must drive this highway every day. I, for one, must drive to and from work everyday, five days per week, plus trips to Astoria for shopping, sports events and other functions.

As an example, this morning it was extremely foggy. There are no fog lines and no shoulders. What do you do if a vehicle is over the partially painted center line? Where do you go?

I can answer that. The Circumstances were the same except the weather was clear and sunny. The driver of a pick-up truck, driving in this construction area (12-18 inch drops - no shoulders on the road sides) in moderate to heavy traffic, took his eyes off the road for just a few seconds. Result - his vehecle struck my station wagon on the drivers side forcing me into an embankment, my car overturning and coming to a stop upside down across the highway.

Evidently the All Mighty was watching as I came away without serious injury. My car, though, was considered a total loss. This is just one example. How about the elderly couple whose vehicle ended up down on the railroad tracks? Or the semi-truck that ended up on the hillside on the wrong side of the road? Or the many, many other dented fenders and bumpes from collison type accidents? Or the damaged vehicles that were forced off the "abrupt edge" and were towed away. Or what about the School bus filled with children that is going to run into difficulty one of these foggy mornings?

Economically the tow-truck companies, engine and vehicle repair shops have prospered. As did the car dealer in my instance.

But, really, what will it be this winter with the fog - rain - frost - ice and snow. WHO will not walk away for a serious accident. WHO will finally get thoroughly disgusted and contact all the persons with Property (personal and vehicle) dame claims and file charges against the State Highway Department. WHO is going to do something about this DAMNABLE ROAD?

Sincerely,

JKarns

Mrs. Judy Karns

cc: STATE HIGHWAY DEPARTMENT
SALEM, OREGON 97310

REPRESENTATIVE BILL WYATT
ROOM 410-A
STATE CAPITOL
SALEM, OREGON 97310

SENATOR CHARLES HANLON
ROOM 303
STATE CAPITOL
SALEM, OREGON 97301

✓ CHAMBER OF COMMERCE
ROY HAMMOND
ASTORIA, OREGON 97103

#2113

13

October 7, 1975

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power and Light Company
Post Office Box 1147
Medford, Oregon 97501

Dear Glenn:

Attached is a copy of a letter we prepared for the Governor's signature to Roy Hammond concerning the Highway 30 construction project. We have not received our copy of that letter from the Governor's office so it apparently has not yet been mailed.

Also attached is a draft to Mr. Hammond for your consideration. If anything else is needed, please let me know.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachments

bc: George M. Baldwin
E. S. Hunter
H. S. Coulter
C. O. Fredrickson

srb

October 7, 1975

SUGGESTED DRAFT FOR GLENN JACKSON'S CONSIDERATION

Mr. Roy Hammond, Manager
Astoria Area Chamber of Commerce
Post Office Box 176
Astoria, Oregon 97103

Dear Mr. Hammond:

I understand Governor Straub is sending you a status report on the Fernhill to Astoria, Highway 30 construction project. Highway officials advise me that the shoulder paving has now been completed, which should alleviate the concerns expressed in your letter and Mrs. Karns'.

If you have further questions after receiving the Governor's response, let me know and I will attempt to get more information for you.

bc: George M. Baldwin
E. S. Hunter
H. S. Coulter
C. O. Fredrickson

srb

October 6, 1975

Mr. Roy Hammond, Manager
Astoria Area Chamber of Commerce
Post Office Box 176
Astoria, Oregon 97103

Dear Mr. Hammond:

The Fernhill project will be very helpful to the Astoria area once it is completed. However, I am sorry to hear of your disappointment in its progress.

Soon after the job was awarded, the Highway Division was informed by the contractor that his proposed work schedule included job completion this fall. The contract, however, does not require completion of the project until next spring but does require completion of the shoulder work this year. This contract requirement should provide a safe facility during the winter. The shoulder paving is scheduled to begin within a few days, if it has not already begun.

I have asked the Highway Division to exert extra effort to see that the signing and delineation are adequate and properly maintained.

I can appreciate your concern about this project and interest in other work being done in the Astoria area. I believe the completed Fernhill project will justify the inconvenience necessary for its construction.

Sincerely,

Governor

RWS:fb

bcc Department of Transportation
George M. Baldwin
E. S. Hunter
H. S. Coulter
C. O. Fredrickson

COK:elk HSC:ia ESH FBK:srb (Prepared for the Governor's signature subject to his approval.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 29, 1975

FILE:

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Assignment FBK #1130

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

Regarding the letter received attached to the subject assignment from the Astoria Chamber of Commerce to Governor Straub, the dissatisfaction of the Astoria Chamber of Commerce with the current project is something which has been brought to our attention repeatedly ever since the day that the project started. During the location phase of this project, speed was of the essence, and, although the location crews did an excellent job, the material was also pushed through the Design Office at a very rapid rate. The specifications and the plans were probably reviewed with the idea in mind that the procedures we felt were necessary were included in both the plans and specifications. Perhaps, if the contractor had not received so much work to do on subsequent bid lettings, these procedures would have been followed.

The original design called for replacing the material in the existing shoulders with large, pit run quarry rock and topping this with asphaltic concrete, directly following the placement of the shoulder material. This was changed by Design to cement treated base. Although the strength of the CTB is undoubtedly greater than the quarry run rock, this did make it necessary to work at a slower rate than would have been necessary had the quarry run rock been used. It was also suggested by both this office and the Federal Highway Administration, that asphalt treated base be substituted for the cement treated base, but the additional cost was not considered to be warranted.

The specifications did not require that the 2 inch lift of asphaltic concrete be placed over the cement treated base immediately. Noticing the problems which the contractors operation was creating, we attempted to obtain a price agreement for the placement of asphaltic concrete material from commercial sources prior to the contractor moving in his own plant. Bid prices on asphaltic concrete material on this concrete were very low, and obtaining this material from the supplier located in the area, would have been done at a considerably higher rate. It was estimated that approximately

RECEIVED
SEP 30 1975
Office of
Assistant State Highway Engineer

4,000 tons of asphaltic concrete material would be necessary to bring the shoulders into a satisfactory condition, and the price differential between the bid price and the local supplier price would have been about $10 per ton. This was discussed, and it was decided that this price differential was altogether too great.

This office can offer no excuse for the fact that the contract was let, and the procedures being followed by the contractor were allowed in the contract documents. A more careful review of this project would have eliminated some of these problems, and we will certainly be on the lookout for this type of a situation in the future. The contractor's paving plant is in the Astoria area now, and, weather permitting, the shoulders should be paved starting early this week. It does not appear, at this time, to be feasible to place the final surfacing on this project this fall. It is our opinion, and that of the construction division, that the placement of a modified C mix over the total width throughout the area, would require some warm weather and ideal conditions, if a satisfactory job is to be obtained. Although the shoulders will be placed and the section restriped, final surfacing, placement of buttons and delineation could possibly wait until the next construction season.

This office would appreciate being advised of any serious problems which have occurred on this section that were not due to excessive speed or careless driving. Most of our investigation has indicated that the suggested speed signs have been thoroughly ignored, and that the majority of difficulties have occurred through driver error rather than contractor operations or inadequate signing.

A suggested rough draft for the Governor's consideration, is attached.

COF/elk
Attachs.

002761

ASTORIA | AREA CHAMBER OF COMMERCE
INSTITUTED 1873

September 24, 1975

Transportation

RECEIVED
SEP 25 1975
Governor's Office

Please prepare draft reply
for Governor's signature
by 10-2
Thank you.

The Honorable Robert Straub
Governor
State of Oregon
Capitol Building
Salem, Oregon 97310

Re: Highway 30 construction, Fernhill to Astoria

Dear Governor:

The Astoria Area Chamber of Commerce is deeply involved in highway construction matters in our area. We pushed hard for the Fernhill project and are very grateful for your assistance and help. We wish to report on the present status of this job and register, for the community, disappointment with its progress.

When the job was let to the Roy L. Houck Company of Salem, Oregon, we were informed that the completion date would be in September 1975. This was good news! To this date, however, the asphalt overlay has not been applied and it now appears that final completion will not be until June of 1976.

This has been a very hazardous stretch of road prior to construction and it continues to be so at this time. We were advised that the Roy L. Houck Company bid and was awarded a paving job in Tillamook County. This resulted in the Houck asphalt plant being moved to Tillamook. The immediate result of this is that during all of the good paving weather, nothing has been done on this road,(except work on one curve, which is to be eliminated).

The Highway Department has stated that the contractor is within his rights in doing what he has done......this was referred to as the "free enterprise system". The Chamber of Commerce fully supports the free enterprise system, but feels that the free enterprise system carries an obligation for the welfare of the public.

9-26-75
Isabel –
Called the [illegible]
to [illegible]
office
[illegible]

[illegible] 10/3/75

270-14TH ST., P.O. BOX 176 ASTORIA, OREGON 97103 TELEPHONE 503-325-6311

We are most appreciative of your assistance, and the consideration shown us by Messrs. Glenn Jackson and Fred Klaboe, but feel it is proper to bring you up to date on this matter.

We are receiving numerous calls from irate persons who drive this road twice a day or more. Driving this stretch daily myself, I am in complete sympathy with these persons.

Anything you can do to speed completion will be of great benefit to this area.

Cordially,

ASTORIA AREA CHAMBER OF COMMERCE

Roy Hammond

Roy Hammond
Manager

RH:mr

P. S. The membership of the Astoria Area Chamber of Commerce and the Astoria Retail Merchants Association directed that the status of this construction be brought to your attention.

RECEIVED
SEP 26 1975
OFFICE
DIRECTOR of TRANSPORTATION

8183

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO
FOR
Info | Inves | R/D | Rep | Sign | Act | File

September 5, 1975

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Attn: Mr. Glenn Hossner

Re: Fern Hill-Tongue Point Section
F.A.P. No. F-RF-121(6)
Contract No. 8183
CTB Production

Dear Mr. Green:

This is in reply to your letter of August 19, 1975 and concerns the cement treated base plant being used on the Fern Hill-Tongue Point Section of the Columbia River Highway, Contract No. 8183.

In addition to the inspection by personnel from your office and Region I, on request, a further inspection of the CTB plant was made by Bryant Jackmond and John Walker of this office. From this inspection, it was very questionable whether the cement feed control was interlocked with the aggregate feed. We state "questionable" because there may be a slight possibility of an electronic interlock, but it was not apparent from our examination. The Resident Engineer was advised this should be confirmed and corrected if there was deficiency prior to any more operation of this plant.

Our inspection also found that no aggregate belt weighing device was on the plant. The Resident Engineer is to advise the contractor to correct this deficiency also if possible prior to proceeding, but it may be that time will not permit as this is a major correction on this plant. There was also the complication that a hazardous condition at the roadway existed due to a cutout abrupt edge alongside existing pavement which should be corrected as soon as possible with the CTB material. Therefore, it appeared more important to correct the roadway hazard than to shut down the plant for any extended time.

NOTED
H.S.COULTER

RECEIVED
1975
Office of
Assistant State Highway Engineer

Form 81-734-3122

If the plant is not fully brought into compliance, there will be a deduction for a non-specification plant and also a notification to the contractor that the plant will not be allowed on any future projects until it fully meets State requirements.

Attached is a list of 10 cylinder breaks which were from the work prior to the inspection. Three of these breaks show questionable results, but the others are somewhat uniform but slightly higher than desired. There does not seem to be any good explanation as to the large variance in the three bad breaks.

Also attached find sheet showing daily cement content check. This check shows cement content as far as the daily average to be fairly uniform which indicates compliance to the specifications.

Field examination of the in place CTB indicates a good product with no apparent poor areas or failure of the mix.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:fr

Att.

cc: H. S. Coulter
C. O. Fredrickson
Gareld Inloes

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 19, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project F-RF-121(6)
Tongue Point-Fern Hill
CTB Production

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a copy of an inspection on the subject project. It was noted during a review of the contractor's cement-treated base plant that it does not conform to Standard Specifications under Section 308.32.

The production and placement on the eastbound shoulder has been completed with approximately 45 percent of the CTB already in place.

The final product appears to be satisfactory and the field personnel advises that the cement incorporated into the mix meets the design requirements. However, as the plant does not meet the standard specifications, we recommend that a review be made. Please advise this office of the corrective measures you plan to take and the results of the control tests of the material already placed.

B K Hossner
fr G. L. Green

Attachment

cc:
OSHD (Keasey)
OSHD (Coulter)

RECEIVED
STATE HWY ENGR
AUG 20 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D-R | Sign | Act | File

8-20-75
Keasey

Cls. Ans. cy HSC
9-2-75

RECEIVED
AUG 21 1975
CONSTRUCTION
SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

John Walker
Draft reply for
my sig. BK

#8123

2W

Wash DC (HHO-32)
G K Hossner

AL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clatsop	DIVISION Oregon	
DATE OF INSPECTION 7-9-75	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. F-RF-121(6)	
IN COMPANY WITH Gary Inloes, Res Engineer				
LOCATION Tongue Point-Fern Hill Section of the Columbia River Highway east of Astoria.				
CONTRACTOR NAME AND ADDRESS Roy L. Houck Construction Co., Salem, Oregon				
AWARD DATE 5-5-75	CONTRACT AMOUNT $721,213.00	TIME ALLOWED (a) 125 days (b) 315 days	TIME STARTED 6-12-75	WORK STARTED 6-19-75
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED (a) 20% (b) 8%	WORK COMPLETED 2%	

COPY SENT
JUL 15 1975
Washington

REMARKS

TONGUE POINT-FERN HILL
Columbia River Highway
Grading & Paving

This project is located on the Columbia River Highway east of Astoria for 4.26 miles. The work consists of grading, drainage, and overlaying the existing roadway facility to provide for two 12-foot lanes with 4-foot paved sholders.

The contractor began moving equipment to the project June 18 and installed temporary signing on the 19th. He began excavating shoulder material on the 24th and has approximately 3 miles of the excavation completed. This material is being stockpiled in a temporary waste area until a decision is made on replacing this material in an area where the roadway can be straightened. The area considered is at approximately M.P. 92 and three 38-degree curves can be reduced. The area is approximately 700 feet long and is presently used as grazing land. The area is saturated and not considered as very productive. If R/W can be obtained the waste material can be placed across this area and the roadbed realigned over this material. The Geology Section advises a sand blanket be placed over the area in order to stabilize the foundation.

RECEIVED
JUL 16 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

(more)

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

2W

The contractor is obtaining the CTB from a commercial supplier at Scappose, Oregon from C. T. Parker's plant. Samples at the plant meet the specifications; however, some problems are being experienced in meeting the specs and the stockpile site at Tongue Point samples are being obtained from the stockpile and segregation may be causing the problem. Retesting is presently being performed.

The drainage system at the Navy Heights Road needs correction and a new culvert will be installed across the roadway on the west side of the intersection. An extra work order is being prepared to cover this change.

The equipment set forth in the contract was not adequate for removal of the shoulder material. Negotiations for two additional pieces of equipment have been made and an extra work order is being prepared to cover these.

Work on the project is progressing Satisfactorily.

#8183

2W

Salem, Oregon
July 3, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48663 - Stramiello
48664 - Gjovik
Tongue Point - Fernhill Section
Columbia Highway
Clatsop County

Attached are 2 descriptions (4 parcels), an authorization and right of way prints covering right of way required for [redacted] construction on the subject section.

Please note that this section is now under contract.

BY: R.
Robert R. Rounds
Right of Way Description Supervisor

RRR:md

Attach.

STATE COPY

Form A-105 5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Tongue Point - Fern Hill Date June 25, 1975, 19

Highway Lower Columbia River Contract No. 8183 F. A. Project No. F-RF-121(6

County Clatsop Prefix 4-1017 Account No.

Description of Work To Be Done:

Adjust Flashing Beacon.

Approval Recommended as of 7-3-75

Location by Station Numbers:

Intersection of the Tongue Point - Navy Heights Rd. and the Lower Columbia River Hwy. M.P. 95.20

Estimate of Quantities and Costs:

~~EUP~~ $500.00
APPROVED EFFECTIVE DATE 7-3-75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 7-15-75
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Required by the Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$835,913.88
Present estimate of project cost, including $500.00 for work under this order	$835,913.88
Expected under-run over-run (amount)	$ - 0 -
Expected under-run over-run (per cent)	- 0 -

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer.~~
~~Assistant State Highway Engineer or~~ ~~Office~~ Engineer.
Const. [illegible]

State Printing

8183

4 · 4 ·

R

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
F-RF-121(6)

STATE PROJECT NO.
Tongue Point-Fern Hill

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-46& F-545

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
April 9, 1975	April 9, 1975	Primary Route 1
		STATE ROUTE NUMBER
		Columbia River Xighway 2W

GENERAL LOCATION:
US 30 Astoria East 51 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Temporary Erosion Control	1,000
On the Job Training	800
Guardrail Bridge Connections	1,000
Permanent Signing	6,000
Permanent Pavement Striping and Traffic Markers	4,000
~~Stage Construction Striping~~	~~400~~
Adjust Flashing Beacons	500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's April 7, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
W/att.

RECEIVED
APR 15 1975
OFFICE OF
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
April 14, 1975	C R Burkhardt -for	Division Engineer

FORM PR-1240 (REV. [illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

Transaction number 4-57 and 4-58

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-8-75

BY (Signature): Mr. Rulien's April 3, 1975 letter

TITLE: Project Mangement Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS Rural Primary

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 545 and 46 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
45	F-RF-121(6)	0.79	143,250	112,000	Tongue Point-Fern Hill Section. Clatsop County State of Oregon.	High type pavement overlay with shoulder improvements, channelization, safety revisions of slopes and appurtenances
46	RF-F-121(6)	4.26	770,250	602,250	" "	"
		(5.05)	(913,500)	(714,250)	This project is jointly financed with primary and rural primary funds.	

RECEIVED
STATE HWY ENGR
APR 10 '75
REFER TO Hunter
FOR

Orig-

REMARKS (Division)

As requested in Mr. Rulien's April 3, 1975 letter I concur that the roadway section stated on the back of the PR-1 is satisfactory for this project. I also concur that it qualifies for the time saving procedures of FHPM 6-8-2.1.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-8-75	CR Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating [illegible]ner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.890

PRO 6-2

April 3, 1975

TO

G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Program Data Submission
Project No. F-RF-121(6)

We are submitting program data for one jointly financed Primary-Rural Primary Project No. F-RF-121(6), Item No. 545 (Primary) and Item No. 46 (Rural Primary), "Tongue Point-Fern Hill Section", which we desire to have included in the Federal-aid Primary and Rural Primary Highway Programs.

It is our intention to receive bids for this project on May 1, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that a rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provides substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

RH:js

Encl.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-3-75

Budget Bureau No. 41-R2067:

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 US 30, Astoria, E. 5.1 mi.	**ADT**	PRESENT 4,000*	FUTURE (66) (70) 6,800	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 Gr., Dr., H.T. Pave	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV ACCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 F-RF-	NUMBER 7 121

CARD 1	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Clatsop	COD (14) 00
	NAME OF URBAN AREA 17-31 Astoria	ROUTE NO. P	FEDERAL-AID (32) 1	STATE (36) 2W	U.S. (37) 30

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US 30, Astoria, E. 5.1 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6706		"Tongue Point-Fern Hill Section"	(5.05) 0.79	(913,500) 143,250	(714,250) 112,000	31,250	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.79	(16) 143,250 (23)	(24) 112,000 (33)	31,250	
1	14	PROGRAM APPROVAL DATES						

*DHV is 520

REMARKS This project is jointly fi
Primary and Rural Primary funds. The overall leng
is 5.05 miles and is split between F & RF funds on
percentage of F funds available.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

4-3-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 4,000*	FUTURE 6,800	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 012	ITEM NO. 545

ECT LOCATION (45 typewriter spaces): 30, Astoria, E. 5.1 mi.

WORK (35 typewriter: Pave

NATL. FOREST

FH ROUTE NO.

SUPV AGCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) F-RF- | NUMBER 121 | SEQ. NO. (6)

T. Projects Only: POST MI. | DESIG.

Primary

Astoria

COUNTY NAME: Clatsop | CODE 007

ROUTE NO. P: FEDERAL-AID 1 | STATE 2W | U.S. 30

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 30, Astoria, E. 5.1 mi.						Gr., dr., H.T. pavement overlay consisting of travel lanes, shoulder improvement, channelization, safety revisions of roadway slopes and appurtenances.
OW								
ONST (CODE) (Safety) 6706		"Tongue Point-Fern Hill Section"	(5.05) 0.79	(913,500) 143,250	(714,250) 112,000	31,250		ROW - 80' min.; Access control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.79	143,250	112,000	31,250		

PPROVAL DATES

*DHV is 520

REMARKS This project is jointly financed using Primary and Rural Primary funds. The overall length of the project is 5.05 miles and is split between F & RF funds on the basis of percentage of F funds available.

-over-

USCOMM DUSCOMM-DC 48905-P61

TONGUE POINT-FERN HILL SECTION

PROJECT NO. F-RF-121(6)

Existing Facilities:

Roadway - (a) Two11-foot lanes PCC pavement with 8-foot shoulders. (M.P. 95.42 to M.P. 92.61)
(b) Two 10-foot lanes PCC pavement with 6-foot shoulders (M.P. 92.61 to M.P. 89.13).
(c) Two 12-foot bituminous surfaced lanes with 10-foot shoulders bituminous surfaced (M.P. 89.13 to M.P. 88.46).

Structure - John Day River Bridge No. 1827, St. Dk. Gir. Swing Span. Length: 716 feet. H.C. 24 feet, H-15 loading.

Adjacent Facilities:

West End - - - Two 11-foot lanes PCC pavement with 8-foot shoulders.
East End - - - Two 12-foot bituminous surfaced lanes with 10-foot shoulders.

Project Data: The work consists of grade, drain, high-type pavement overlay necessary to reconstruct existing roadway facility to provide for two 12-foot lanes with 4-foot paved shoulders. Channelization (0.31 mile from west end of project) to provide left-turn refuge lane for eastbound and westbound traffic. Also protection of bridge ends with guardrail, and incidental work common to this type of project.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as th
project will not result in an alteration of land use or traffic
flow patterns that would require a significant change in plannin
completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project, environmenta
assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proc
set forth in FHPM 6-8-2-1.

(a) Public Hearings: Not required under the provisions
par. 6c.

(b) Location/Design: Not a factor in the development of
project.

Note:(1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Proje
under the provisions of FHPM 6-8-2.1 as the pavement
bilitation work will have a substantial safety benef
improved vehicle control through (a) elimination of
tudinal joint differential between all PCC pavement a
shoulders; (b) elimination of irregularities of old P
Pavement; (c) reduce water retention on roadway by re
lishing crown section, thus in wet weather reducing
of vehicle to hydroplane and increase visibility beca
reduced vehicle spray.

(3) On-the-job trainees, as set forth in FHWA order inte
7-2(2), on this project will be determined at P.S. &
stage, and the number stiuplated in the P.S. & E. doc

TONGUE POINT-FERN HILL SECTION

PROJECT NO. F-RF-121(6)

Facilities:

dway - (a) Two11-foot lanes PCC pavement with 8-foot shoulders. (M.P. 95.42 to M.P. 92.61)

(b) Two 10-foot lanes PCC pavement with 6-foot shoulders (M.P. 92.61 to M.P. 89.13).

(c) Two 12-foot bituminous surfaced lanes with 10-foot shoulders bituminous surfaced (M.P. 89.13 to M.P. 88.46).

ucture - John Day River Bridge No. 1827, St. Dk. Gir. Swing Span. Length: 716 feet. H.C. 24 feet, H-15 loading.

Facilities:

t End - - - Two 11-foot lanes PCC pavement with 8-foot shoulders.

t End - - - Two 12-foot bituminous surfaced lanes with 10-foot shoulders.

Data: The work consists of grade, drain, high-type pave-
rlay necessary to reconstruct existing roadway facility
de for two 12-foot lanes with 4-foot paved shoulders.
zation (0.31 mile from west end of project) to provide
n refuge lane for eastbound and westbound traffic. Also
on of bridge ends with guardrail, and incidental work
o this type of project.

ction, Railroads, Airports, Water Development, Historical
eation Areas: None involved.

70 Requirements: Exempt from State Clearinghouse and
l Clearinghouse A-95 review under working agreements
ril 28, 1970 and June 8, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project, environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

(a) Public Hearings: Not required under the provisions of par. 6c.

(b) Location/Design: Not a factor in the development of this project.

Note:(1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit in improved vehicle control through (a) elimination of longitudinal joint differential between all PCC pavement and shoulders; (b) elimination of irregularities of old PCC Pavement; (c) reduce water retention on roadway by reestablishing crown section, thus in wet weather reducing tendenc of vehicle to hydroplane and increase visibility because of reduced vehicle spray.

(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage, and the number stiuplated in the P.S. & E. documents.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-3-75

Budget Bureau No. 41-R2067; Ap

U.S. DE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 30, Astoria, E. 5.1 mi. 21 65	**ADT**	PRESENT 4,000*	FUTURE 6,800 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF-F- 14 23
									NUMBER 121

CARD

CLASS OF FEDERAL FUNDS: Rural Primary

NAME OF URBAN AREA (17-31): Astoria

COUNTY NAME: Clatsop

CODE: 007 (14) (16

ROUTE NO.: P

FEDERAL-AID: 1 (32)

STATE: 2W (36) (37)

U.S.: 30 (41

					WORK				ESTIMATED PROJECT COST BY PHASES			
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	US 30, Astoria, E. 5.1 mi.	(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6706		"Tongue Point-Fern Hill Section"	(5.05) 4.26	(913,500) 770,250	(714,250) 602,250	168,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.26	770,250	602,250	168,000
1	14	PROGRAM APPROVAL DATES		(16)	(23) (24)	(33)	

*DHV is 520

REMARKS This project is jointly finan
Primary and Primary funds. The overall length of the pr
miles and is split between RF & F funds on the basis of
F funds available.

G
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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

4-3-75

CT LOCATION (45 typewriter spaces) 0, Astoria, E. 5.1 mi. (65)	ADT	PRESENT 4,000*	FUTURE (66) (70) 6,800	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41	APPN CODE (4) (9) 073	ITEM NO. (14) (16) 46

ORK (35 typewriter e (62)	NATL. FOREST (63) (65)	FH ROUTE NO. (60) (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23) RF-F-	NUMBER (7) 121	SEQ. NO. (13) (6)	I. Projects Only POST MI. (24) (26)	DESIG. (27)

Rural Primary	COUNTY NAME Clatsop	CODE (14) (16) 007	PROGRAM STAGE ☐ 1 OR ☒ 2
Astoria	ROUTE NO. P	FEDERAL-AID 1 (32)	STATE (36) 2W	U.S. (37) (41) 30

ORK TYPE (46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		US 30, Astoria, E. 5.1 mi.						Gr., dr., H.T. pavement overlay consisting of travel lanes, shoulder improvement, channelization, safety revisions of roadway slopes and appurtenances.
W								
NST (oe) fety) 06		"Tongue Point-Fern Hill Section"	(5.05) 4.26	(913,500) 770,250	(714,250) 602,250	168,000		ROW - 80' min.; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	4.26	770,250 (19) (23)	602,250 (24) (33)	163,000		

OVAL DATES

*DHV is 520

REMARKS This project is jointly financed using Rural Primary and Primary funds. The overall length of the project is 5.05 miles and is split between RF & F funds on the basis of percentage of F funds available.

-over-

USCOMM DUSCOMM-DC 48905-P61

TONGUE POINT-FERN HILL SECTION

PROJECT NO. RF-F-121(6)

Existing Facilities:

Roadway - (a) Two 11-foot lanes PCC pavement with 8-foot shoulders. (M.P. 95.42 to M.P. 92.61)
(b) Two 10-foot lanes PCC pavement with 6-foot shoulders (M.P. 92.61 to M.P. 89.13).
(c) Two 12-foot bituminous surfaced lanes with 10-foot shoulders bituminous surfaced (M.P. 89.13 to M.P. 88.46).

Structure - John Day River Bridge No. 1827, St. Dk. Gir. Swing Span. Length: 716 feet. H.C. 24 feet, H-15 loading.

Adjacent Facilities:

West End - - - Two 11-foot lanes PCC pavement with 8-foot shoulders.
East End - - - Two 12-foot bituminous surfaced lanes with 10-foot shoulders.

Project Data: The work consists of grade, drain, high-type pavement overlay necessary to reconstruct existing roadway facility to provide for two 12-foot lanes with 4-foot paved shoulders. Channelization (0.31 mile from west end of project) to provide left-turn refuge lane for eastbound and westbound traffic. Also protection of bridge ends with guardrail, and incidental work common to this type of project.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project, environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedu set forth in FHPM 6-8-2-1.

(a) Public Hearings: Not required under the provisions of par. 6c.

(b) Location/Design: Not a factor in the development of thi project.

Note: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project' under the provisions of FHPM 6-8-2.1 as the pavement re bilitation work will have a substantial safety benefit i improved vehicle control through (a) elimination of lon tudinal joint differential between all PCC pavement and shoulders; (b) elimination of irregularities of old PCC Pavement; (c) reduce water retention on roadway by rees lishing crown section, thus in wet weather reducing ten of vehicle to hydroplane and increase visibility becaus reduced vehicle spray.

(3) On-the-job trainees, as set forth in FHWA order interi 7-2(2), on this project will be determined at P.S. & E. stage, and the number stiuplated in the P.S. & E. docum

TONGUE POINT-FERN HILL SECTION

PROJECT NO. RF-F-121(6)

ng Facilities:

oadway - (a) Two 11-foot lanes PCC pavement with 8-foot shoulders. (M.P. 95.42 to M.P. 92.61)

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t Data: The work consists of grade, drain, high-type pave-
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ovide for two 12-foot lanes with 4-foot paved shoulders.
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turn refuge lane for eastbound and westbound traffic. Also
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n to this type of project.

n Action, Railroads, Airports, Water Development, Historical
ecreation Areas: None involved.

1-70 Requirements: Exempt from State Clearinghouse and
ict I Clearinghouse A-95 review under working agreements
April 28, 1970 and June 8, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project, environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

(a) Public Hearings: Not required under the provisions of par. 6c.

(b) Location/Design: Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit in improved vehicle control through (a) elimination of longitudinal joint differential between all PCC pavement and shoulders; (b) elimination of irregularities of old PCC Pavement; (c) reduce water retention on roadway by reestablishing crown section, thus in wet weather reducing tendency of vehicle to hydroplane and increase visibility because of reduced vehicle spray.

(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage, and the number stiuplated in the P.S. & E. documents.

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 6, 1975

SUBJECT: Safety Overlay Project
Fern Hill-Tongue Point
Lower Columbia River Highway

J H Versteeg
ROM: J. H. Versteeg
Road Design Engineer

O: MEMORANDUM TO THE FILES

The Fern Hill-Tongue Point Section of the Lower Columbia River Highway is scheduled for bid opening on April 24, 1975. The pavement top width will be 32' wide and shoulder treatment outside the 22' existing surfacing will be required. Region 2 will gather the field data and deliver the same to Frank Terpin by Monday, March 10. Contract plans and specifications for this $900,000 project will carry the highest priority and problems that do develop should be handled expeditiously.

JHV:jh
cc: C. O. Fredrickson
Frank Terpin
C. G. Swenson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 9, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

2W

SUBJECT: Oregon Project F-121(3)
Tongue Point - Fern Hill Section
Consultant Agreement with Shannon & Wilson

The executed consultant agreement between the State and the engineering firm of Shannon and Wilson for a detailed soils study along the subject project has been reviewed as transmitted with Mr. Klaboe's April 8 letter and is hereby approved effective April 9.

1 H
2 Adl
3 Hills
4 Hall

A

ERRED TO
Young - Gerry - Strong
Asbury - Hall
Roger.

TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NPPEN-PL-3

26 February 1971

Mr. L. H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

TONGUE POINT - FERN HILL SEC

Dear Mr. Young:

Thank you for the notification about your highway plans near Tongue Point on the Columbia River Highway. We have no objections to the engineering work which you contemplate.

Sincerely yours,

D. H. BASGEN
Chief, Engineering Division

3

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1970

To:

~~Mr. R. D. Asburry~~
~~Division Engineer~~
~~Salem, Oregon~~

SUBJECT: Foundation Core and Drive Samples
Sec: Toung Point-Fern Hill Sec.
Hwy: Columbia River Hwy.
County: Clatsop

Forwarded by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection by the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contractor has expired after completion of the project, at which time samples may be disposed of.

Br. No.	Name	Boxes Drive Samples	(No. Jars)	Boxes Core Samples
1827B	John Day River(John Day Pt.)Br.	7	(70)	1

RECEIVED

Forwarded: 3-13-70 To W. R. Fretwell By drill crew
date carrier

T. C. Roake
Asst. Br. Engr.

cc: J.D. Barbee
M.A. Craft
File

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY BLDG • SALEM OREGON • 97310 • Phone 364-2171

February 18, 1970

Mr. Herbert C. Johnson
Route 2, Box 151-A
Astoria, Oregon 97103

Subject: Tongue Point-FernHill Section
Lower Columbia River Highway

Dear Mr. Johnson:

Your letter of February 10, 1970, regarding the time the State will be acquiring at least a portion of your property for right of way purposes has been referred to this office for answering.

No definite schedule has been set as of this date for the construction or purchasing of right of way for this section of the Lower Columbia River Highway which connects to the existing section now under contract and extending westerly.

It is my personal opinion that we will not be negotiating for right of way through this area before the date you mentioned in your letter of April, 1971. Due to the problems we are having on the present contract with slides etc.,there is a rare possibility that some change in alignment might be done when extending to the west. Therefore, at this time we cannot even say whether we will be affecting your property or not.

I am sorry that I cannot give you more specific information regarding this matter as I can see your problem but things are too indefinite at this time to give you a definite answer.

Very truly yours,

R. D. Asburry
DIVISION ENGINEER

RDA/cg

cc: D. J. Barbee w/attach.
Loren Weber

FORM E-30X—50M—1-68 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
February 11, 1970

SUBJECT: Mr. Johnson
Tongue-Point - Fernhill Survey
Columbia River Highway

To: Mr. R. D. Asburry
Division Engineer

Herewith a letter from Mr. Herbert Johnson where-in he asks if we will be in a position to purchase the right of way through his place prior to the expiration of his current loan from the Veterans Administration.

He is located a short distance Easterly from the FernHill Grange Hall on the North side of the existing highway and the proposed center line just clips the edge of his ceramic shop.

This basically is a case of his having acted prematurely , his fear being that they would be crowded for time when the actual right of way purchase was made, and due to the extreme fragility of the ceramics it would take time to complete the transfer from one place to the other.

The property he has purchased lies to the East of where he now lives and would be serviced by the proposed frontage road which goes to the properties on to the East.

Loren A. Weber

Resident Engineer

Astoria, Oregon 97103
Route 2, Box 151-A

February 10, 1970

Oregon State Highway Department
Salem, Oregon 97301

Thru:
Loren Weber, Resident Engineer
P.O. Box 804
Astoria, Oregon 97103

Gentlemen:

I refer to the incompleted section of Highway 30 from the Claremont Road to the City limits of Astoria.

Two years ago when the preliminary surveys of this alignment indicated my property at the above address would be condemned I secured a piece of property in the area in order to have a building spot in the same area because of the view and the existing location of our Ceramic Hobby Shop. This property was expensive and caused us financial problems which we normally would not have had. My plan is to construct a new home at this residence for around $25,000 with the Ceramic Hobby Shop in the basement.

I have a State loan at 4% on my present property at the above address and if my property is condemned for road construction then I can renew the entire loan. This, then, is my problem: The loan on the existing problem, will be terminated in April, 1971 as it will be paid off. If my property is not condemned before that date I will be forced to seek a loan from other sources at a 9% interest rate which is not of my chosing.

The information I have at present is that the State does not want to cause undue hardships on any person in constructing the Hiways. So, I ask~~e~~ for the following answer with honest sincerity so I can make adequate planning:

Will my property be purchased far enough in advance so that I can renew my loan with the State Veterans before the termination date in 1971?

Sincerely,

Herbert C. Johnson

Herbert C. Johnson

8184 Anlauf Int.-Elkhead Rd Int. 1975
Sec Pac Hwy S of Cottage Grove
(Grading,paving & signing)

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 24 '79
REFER TO
FOR

Info	Inves	R/O	D/R	Sen	Act	File
					X	

April 16, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: G. L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Computation of A.C. Price Adjustments
Ref. No. HFO-OR/520.3

Following is current status of seven projects referred to by your letter of March 30, 1979. You indicated final acceptance of these projects was being withheld for reasons related to the assessment of penalties for asphalt concrete incorporated in these projects:

FAP No.	Section	Contract No.
I-80N-7(44)306	S. Baker Int.-Pleasant Valley Int.	8058

The reduction in price for the non-spec. Class "E" mixture was covered by P.A. #13 and a copy sent to your office December 12, 1975. This was in accordance with our policy agreement at that time.

The reduction in price for the Class "C" mix was not based on the usual price assessment procedures, but on the estimated reduction in life of the mix. This became one of the items for which the contractor submitted a claim. The contractor's claim was finally denied in March, 1978, P.A. #15 processed and a copy sent to your office on May 12, 1978. The Materials Engineer's certification was received on October 6, 1978 and our request for project acceptance was sent to your office October 6, 1978.

It was believed that with the processing of P.A. #15 this project would meet with your acceptance. It was not our understanding a recomputed amount for P.A. #13 would be required. This has been done, however, and a copy sent to your office on April 4, 1979.

I-5-3(101)126	Winchester Int.-Garden Valley Blvd.	8251

The recomputed amounts for non-spec. A.C. mixtures was sent to your office on April 5, 1979. Acceptance was requested October 6, 1978.

I-5-2(81)77	Glendale Junction-N. Wolf Creek Int.	8190

The reduction in price on this project was computed in accordance with our

RECEIVED
APR 16 1979

March 1978 agreement. Therefore, there was not any difference in the recomputed amounts for the Class "B" or "C" mixture. The Class "E" A.C. was in substantial compliance with the specifications. An explanation was submitted to your office April 6, 1979. Acceptance had been requested August 27, 1978.

I-5-3(100)155 Anlauf Int.-Elkhead Road Int. 8184

The recomputed amounts was sent to your office April 9, 1979. Acceptance had been requested May 5, 1978.

I-5-2(80)100 Myrtle Creek-Canyonville 8146

Contract acceptance was first requested on March 2, 1977. At that time, your office notified us acceptance could not be made until all matters contained in the Final Inspection Report of February 16, 1977 were settled. Tom Lowe, Area Engineer, in that report recommended "that Federal participation be limited to an appropriate price reduction applied to the entire first days production. I concur in the price reduction already assessed for non-specification material subsequent to the first day of operation."

Other items, including guardrail and structure corrections and a suit by the Division of State Lands against the contractor and Norman B. Hess, a private landowner, were included in this report.

The second request for contract acceptance was made November 7, 1977. Acceptance effective November 11, 1977 was subject to crediting the project "for each day of production (including first day) when the majority of the material is non-specification."

November 16, 1977 a $909.01 reduction in price was recomputed in accordance with the stipulations contained in the Area Engineer's final report and request for contract acceptance. A copy of this reduction was not sent to your office, however, until May 5, 1978 upon Vince Tabor's request.

Project acceptance was requested April 26, 1978 following receipt of certification of materials from John Jenkins.

This was one of the three projects referred to in your letter of January 23, 1978 which started the series of meetings leading to our March 1978 letter of agreement.

We are willing to recompute the reduction in price in accordance with that agreement if you wish. This would substantially reduce the nonparticipating credit to the project.

JOP-95(3) Elk River-Port Orford 8325

Project acceptance was requested September 26, 1978. The recomputed reduction in price was made October 5, 1978 and a copy sent to your office. This adjustment is referred to in Tom Lowe's Final Acceptance Report dated October 4, 1978 along with his recommendation for acceptance.

F-10(1) Gold Fish Farm-Lebanon 8441

The recomputed amount was sent to your office April 9, 1979. Project acceptance was requested September 27, 1978.

Efforts are being made to have the price adjustments recomputed and your office notified on a more timely basis.

In the March 1978 agreement, we did agree to recompute the price adjustments on all projects awarded prior to December 1, 1977. We do not believe the intent was to go back an infinite period of time and recompute adjustments on projects where acceptance has been delayed because of contractors' claims or other reasons not related to the A.C. mixtures. Particularly where the Area Engineer had recommended approval of the reduction based on the usual price assessment procedures in accordance with the agreed policy at that time. Consideration should be given to establishing a cut-off date before which the recomputed adjustments would not be required.

CTK:MDG:fr

cc: H. S. Coulter
Bob Church
John Jenkins

#8192T

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

STATE COPY

4

cc: State (H. S. Coulter,
Washington, D.C. (HHO-32)

4-12-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 4-12-79	REPORT MADE BY Vincent J. Tabor, Asst. Area Engineer		PROJECT NO. I-5-3(100)155
COMPLETION DATE 1-28-77	ACCEPTANCE DATE BY CONTRACT AGENCY 1-6-78	TIME ELAPSED $\frac{378}{325} = 116$ %	CONTRACT TIME 325 work days
APPROVED EXTENSIONS 3-15-78 (42 days)	LOCATION Interstate 5 - Elkhead Road Intchge., North 7.3 miles (Anlauf Intchge-Elkhead Rd. Intchge Section)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY
ANLAUF INTCHGE.-ELKHEAD ROAD INTCHGE.
Grading, Paving, & Signing

The project provided for the necessary drainage work, grading, paving, and highway appurtenances to produce four 12-foot lanes and 10-foot shoulders within current Interstate safety standards.

All comments raised at the time of final inspection have been resolved. Penalties for nonspecification AC will be computed as per our letter of agreement of March 9, 1978.

The contract time was extended 42 days to allow for the time between completion and final inspection, and then for corrective work and cleanup before formal acceptance by ODOT. A penalty of $300/day has been assessed for the remaining 11 days.

Overall project costs were originally estimated at $2,702,707.00 and final estimated costs at $2,632,887.00 for an underrun of 2.6 percent.

All supporting documentation has been received, and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENG
APR 14 '79
TO
FOR
File
Act
Sign
D/R
R/D
Inve
Info

COPY SENT
APR 12 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by T. P. Lowe	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE	TITLE Field Operations Engineer DATE 4-12-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FORM PR-47 [illegible]
(REV. 9-74)

8184-10

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

2–4	5–8	9–12	13–15
16–18	19–22	23–24	25–27	28–30	31–33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Douglas
FEDERAL PROJECT NO.: I-5-3(100)155
URBAN ( )
RURAL (X)

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	2,405,287	
21	LENGTH OF PROJECT	MILES	7.270	

DATE STARTED: May 30, 1975
DATE COMPLETED: February 28, 1977
TOTAL NO. BRIDGES: --

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	52,158	534,082

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	717,853	
	9	PETROLEUM PRODUCTS	GAL.	652,989	
	1	CEMENT	BBL.	896	
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	1,474,730	
	4	LUMBER	THSD BD. FT.	12	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	32,176	
	8	STRUCTURAL STEEL	LB.	5,400	
	10	EXPLOSIVES	LB.	28,777	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	2,888	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	668	
	15 95	AGGREGATES PRODUCED	TON CU. YD.	151,162	
CARD F	16	MISCELLANEOUS STEEL	LB.	2,800	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	56,193	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	66,644	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52	53–61	62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		6	201
		12	8
		18	227
		24	191
		30	108
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for an subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major portion of the work is within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no quantity of ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on a plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling etc.

Items 17, 18 and 19 - Report total length in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of all materials and supplies not specifically listed thereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the cost of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc. are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included for the aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man hours worked by, and earnings of all contractor's employees on the project including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

8184

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 9, 1979

FILE: CON 5 #8184

MGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Anlauf Int.-Elkhead Int.
FAP No. I-5-3(100)155
Contract No. 8184
Recomputed Price Adjustment for Non-Spec. A.C. Mixtures

The price adjustment for non-spec. Class "B" or "C" and Class "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with FHWA.

Bid Item	Amount P.A. #22 Revised	Recomputed Amount
#18 - Class "B" or "C" A.C. Mix	$2,820.80	$9,369.46
#19 - Class "E" A.C. Mix	-0-	1,819.36
Total	$2,820.80	$11,188.82

The difference in amounts is $8,368.02. The total amount to be credited to the project on a nonparticipating basis is $4,184.01.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley
Bob Church/Att.
John Jenkins
Vernon Shull
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info | Invest | R/D | D-R | Sign | Act | File

8184

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 27, 1978

Mr. Otis Jordan
S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Re: Contract No. 8184
Anlauf-Elkhead Road

Dear Mr. Jordan:

Your letter of January 6, 1978 making claim for payment of $18,485.37 extra paving cost has been reviewed thoroughly and is denied.

The contract Special Provisions are clear in stating "When placing of any bituminous mixture is being performed under traffic, work shall be scheduled in a manner such that at the end of each working day the full width of the pavement between the median and the outer edge of the area being paved shall be completed to the same elevation with no longitudinal drop-offs within this width.". We can in no way support your contention that the "area being paved" is simply the individual panel being paved. This interpretation would make the Special Provision an absurdity since it is not possible to have a longitudinal drop-off within a single panel of pavement. Further, "the full width ----- of the area being paved ---" clearly covers the entire roadway.

Again, your claim is denied.

Sincerely,

C T Keasey

C. T. Keasey
Construction Engineer

cc: H. S. Coulter
Alfred Shirley
Vern Shull

RECEIVED
STATE HWY ENGR
MAR 2 5 '78
REFER TO
FOR
Info | Invest | R.D | D.R | Sign | Act | File

NOTED
H.S COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8184

8

March 24, 1978

St. Paul Fire & Marine Ins. Co.
Portland Office
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $12,600.00 will be made to S. D. Spencer & Son on Contract No. 8184 for work on the Anlauf Intchge.-Elkhead Rd. Intchge. Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,409,278.94 including the post-final payment. Of the total $33,322.84 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Victor S. Risley Co.
804 Board of Trade Bldg.
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 15, 1978

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

We have reviewed your request for a complete extension of time on Contract No. 8184 for work on Anlauf Interchange-Elkhead Road Interchange on the Pacific Highway in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 42 days is granted. The 11 days liquidated damages remaining would be for 8-30 through 9-3-76 and 10-21 through 10-26-76 when work was being done on the project.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ji
bc: C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek
Vern Shull

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 7, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. I-5-3(100)155
Anlauf Int-Elkhead Road Int
Pacific Highway
Contract No. 8184

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT
Salem, Oregon

I concur with the 42-day time extension recommended in your February 10, 1978 memorandum.

I understand that 11 days of liquidated damages will be charged at the rate of $300 per day.

for Palach
G. L. Green

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STATE HWY ENGR
[illegible] 1 4 78
REFER TO
FOR

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 10, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
FAP No. I-5-3(100)155
Anlauf Int.-Elkhead Road Int.
Contract No. 8184

The contractor has requested a complete time extension of 53 days because of alleged effective completion of the project within the contract time allowed (allegedly by August 30, 1976 when the 325 days allowed had elapsed). Some pertinent dates are:

Bids opened	5-1-75
Contract sent	5-29-75
Day count start	6-10-75
(By 11-15 with 150 calendar workdays counted or 46% of the time, the project was shown 59% complete.)	
325 calendar workdays elapsed	8-29-76 Project shown 99.3% complete
Project complete	2-24-77 53 days liquidated damages accrued at $300 per day = $15,900

Time that elapsed before the final inspection (9-29-76) and then in accomplishing the corrective and cleanup work thereafter resulted in the project not being considered formally complete until February 24, 1977, which was in the winter "no-count" period. Actual work (including corrective work) was performed on only eleven days after the time allowed had elapsed. Traffic had full use of the facility the rest of the time.

We therefore recommend a 42-day extension and the assessment of 11 days of liquidated damages. This 11 days would be for August 30 through September 3, 1976 and October 21-26, 1976 when the contractor worked. Your concurrence is requested.

JAB:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Vern Shull
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 2, 1978

FILE: CON 5 #8184

FROM: John A. Bond JB
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Anlauf Int.-Elkhead Rd. Int.
Contract No. 8184
Request for Time Extension

Herewith request from S. D. Spencer & Son for a complete time extension of 53 days because of alleged effective completion of the project within the contract time allowed (allegedly by 8-30-76 when the 325 days allowed had elapsed). Some pertinent dates are:

Bids opened	5-1-75	
Contract sent	5-29	
Day count start	6-10	
(By 11-15 with 150 calendar work days counted or 46% of the time, the project was shown 59% complete)		
325 calendar work days elapsed	8-29-76	Project shown 99.3% complete
Project complete	2-24-77	53 days liquidated damages accrued at $300 per day = $15,900

The Resident Engineer recommends no extension and just to keep the record complete his letter is attached, along with the Region recommendation. Actually the Resident Engineer's Weekly Report for the week ending 9-4-76 shows the project was completed 8-29-76. The subsequent final inspection apparently changed this outlook. The 9-29-76 letter advising the contractor of this is also attached.

Time that elapsed before the final inspection (9-29-76) and then in accomplishing the corrective and cleanup work thereafter resulted in the project not being considered formally complete until 2-24-77 which was in the winter "no-count" period.

I agree with the Region concept to assess liquidated damages for the time the contractor actually worked, but I cannot agree with the Region number because the last work time in February is in the dormant season and I do not think we could impose liquidated damages then when it is ruled out simply by definition in the specifications. I therefore recommend a 42-day extension and the assessment of 11 days liquidated damages. This 11 days would be for 8-30 through 9-3-76 and 10-21 through 10-26-76 when the contractor worked.

In a quick review looking for any other reasons for extension, I don't find much. The regular contract items actually underran and the overall project underran the authorization even after engineering overran about

10 percent. I realize the Resident Engineer has had problems with this contractor and I dislike being in the position of not "backing" him, but I don't believe the record will sustain us assessing 53 days liquidated damages on this project. We will do well to keep the 11 that I have recommended. I believe it should be reviewed by FHWA. Rough draft letters for that purpose and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church
J. Gix

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date November 7, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 325 days to 378 days, within which to complete our Contract No. 8184, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Statement

Respectfully submitted,

S. J. Spencer & Son
Contractor

By

CONSENT OF SURETY

Date November 7, 1977

We, ST.PAUL FIRE & MARINE INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Marjorie J. Berg
Attorney-in-fact

(SEAL)

VICTOR S. RISLEY CO.
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8184 Contractor S. D. Spencer & Son

Highway Pacific

Section Anlauf Interchange to Elkhead Rd. Interchange

Kind of Work

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 42-day extension of contract time and the assessment of 11 days liquidated damages. This 11 days would be for 8-30 through 9-3-76 and 10-21 through 10-26-76 when the contractor actually worked on final clean-up and corrective items.

Recommended for Approval:

Region Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.
Project designation
State-Federal
Date awarded
Work started
Per cent completed
Date
No. of Workdays Allowed
No. of Workdays Used
No. of Added Workdays Requested

SP*19663-734

Statement in Support of Request for Increase in Number of Workdays to Complete Construction Contract

OSHD #8184--Anlauf Interchange to Elkhead Road Interchange

The request for 53 additional workdays is based on the following:

On August 30, 1976, the project was complete and usable to the traveling public without interruptions or delays. The only item remaining to be done at the end of our workday count was cleaning the scuppers of the concrete barriers. We finally agreed that Mr. Shirley's decision on the extent of cleanup of the scuppers would be agreed to. After Mr. Shirley's inspection and decision the scuppers were cleaned and the job accepted.

During the period of decision, workday charges were charged. (I had requested a shutdown during the period that workday charges were made.)

1. We did not inconvenience the traveling public.

2. We did not obstruct traffic.

3. There was no interference with business or commerce.

8184

8

January 13, 1978

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On January 9, 1978, we wrote to you concerning release of final payment on Contract No. 8184 awarded to S. D. Spencer & Son for work on the Anlauf Interchange-Elkhead Road Interchange Section of the Pacific Highway in Douglas County.

Final payment on this contract is $5,045.15 and the total contract amount is $2,396,678.94 including $33,322.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Victor S. Risley Co.
804 Board of Trade Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

1-5

NARRATIVE REPORT

Anlauf Int.-Elkhead Rd. Int. 610-1052 Cont. 8184 I-5-3(100)155
Elkhead Rd. Int.-Rice Hill Int. 610-1053 Cont. 8189 I-5-3(99)148
Pacific Highway
Douglas County

S. D. Spencer & Son was the successful low bidder on both the Anlauf Int. - Elkhead Rd. Int. project which was awarded on May 5, 1975 & the Elkhead Rd. Int. - Rice Hill Int. project which was awarded on May 15, 1975. The contractor worked the major parts of both projects simultaneously so this narrative is being written to cover both projects.

Work commenced on both projects on Friday May 30, 1975 with the contractor doing minor clearing work. The contractor then concentrated on Anlauf - Elkhead Sec. going ahead with clearing & commencing earth work on Wednesday June 18, 1975. Due to the nature of the excavations, narrow sliver rock cuts adjacent to the shoulders which required drilling & shooting, the contractor was unable to operate within the specifications which did not permit any lane closures to traffic for the contractors earthwork operation. Work was temporarily halted on June 25, 1975 until a decision was made & approved to write a documentary price agreement changing the specifications giving the Resident Engr. authority to permit a lane closure for the grading operation. For any blasting operation all lanes were to be closed with the maximum closure time limited to 20 minutes. This change in specifications was necessary to safeguard the travelling public.

Work proceeded well with the grading operations. Excavated material was hauled to required embankment areas with all excess material placed in waste areas as directed by Engr. One problem arose when the contractor began exceeding the 20 minute maximum total lane closures by blasting loose more material than they could clean up in the allotted time. This was controlled by limiting the contractor to the quantity he was to shoot at any one time. The grading operation consisted of drilling & shooting when necessary, excavating with dozers, loading and spills with loaders & hauling to necessary sites. Spreading was accomplished with dozers & graders. There was no

REFERRED TO
1 Beard WKB 5 Dunn Reed
2 Cole WEC Sample
3 Erikson EE 4 Watson GW
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Olson
1 Christensen
Scott
Swenson
Savage

RECEIVED
MAR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
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Return To
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Other

compaction specification on project with all material being used either to widen shoulders & flatten slopes or being placed in waste areas. The grading was completed on Sept. 18, 1975.

Grading on the Elkhead Rd. Int. - Rice Hill Int. commenced on August 5, 1975. Earthwork on this section consisted of excavating from borrow areas & hauling & placing in areas where shoulders were to be widened & slopes flattened. There were no required cut areas. All excavations were common material & the contractor used scrapers & dozers to accomplish the operation. No problems were encountered. Grading was completed on August 15, 1975.

Drainage work commenced on June 30, 1975 on the Anlauf - Elkhead Rd. Section & continued uninterupted until completion on the Elkhead Rd. - Rice Hill Section on Oct. 16, 1975. No serious problems were encountered. The plans did not provide for adjusting the inlets along the curb section on the Anlauf - Elkhead Rd. project. A total of 17 inlets were affected. This was accomplished on an extra work basis as the contractor did not offer an acceptable price agreement.

The existing ME & MO inlets in the roadbed ditches presented a problem. They were installed too deeply in the ditches to permit construction of the 6:1 rock slopes required by the plans for safety up grading without some modification or completely removing & reinstalling the systems at considerable expense. The problem was handled by covering a portion of the lower grate with a tack welded steel plate. Height of the steel plate was controlled by the 6:1 slope from the shoulder. Sufficient opening was maintained to handle the drainage from the ditches.

On both projects G-2MA inlets were substituted for paved end slopes in those ditch sections where a safe distance from the shoulder could not be provided. This was also on an extra work basis. The contractor would not agree to a satisfactory price for a S.A.

The plans for both projects called for excavating bridge ends & constructing asphalt impact panels. Obtaining satisfactory compaction & ride out of the deep asphalt panel proved to be extremely difficult & proved to be a temporary safety hazard. A decision was made to install the impact panels only at those bridge ends that showed distress & need. The structures at Curtiss Cr. Rd. Interchange, Elkhead Rd. Interchange, U.P. Railroad O-xing

& Rice Hill Interchange were in this category & asphalt impact panels were constructed.

In addition the Elkhead Rd. Int. & Rice Hill Int. structures were to have waterproof membrane applied. The Special Provisions listed the acceptable products & the sub-contractor chose to use Polytok 165. No problems were encountered membraning structure # 7636A at Elkhead Rd. Interchange. However on structure # 7644A at Rice Hill Interchange the membrane did not cure properly. The contractor removed this membrane & redid this structure using Protecto Wrap M-400. Due to the problem of completely removing all of the previous membrane residue from the surface a thin lift, ½", of "M" mix was placed on the deck & the membrane placed over this. No problems were encountered. The contractor used 65 lb. rolled roofing as covering for all the membraning.

The guardrail sub-contractor commenced operations on Monday, July 21, 1975, attempting to remove guardrail paint with chemicals. Paint removal was difficult & different methods were attempted until a satisfactory combination of chemical & water pressure was achieved. Paint removal continued intermittently until May 18, 1976. Removal & reinstallation of the guardrail commenced on July 31, 1975 & continued with interruptions until Sept. 3,1976. Guardrail installation did not progress very satisfactorily. The contractor had considerable problems installing the posts for line & grade & the installation required a lot of post straightening & aligning. This operation kept an inspector busy full time for nearly a year. Considerably longer than should have been required.

The contractor commenced hauling shldr. aggregate on Aug. 15, 1975 to those locations where the guard rail had been moved back & created a possible safety hazard on the slope between the paved shoulder & the new guard rail installation. The contractor had to be constantly prodded to keep a safe installation for the traveling public at these locations & along the newly paved abrupt edges. The contractor completed placing shldr. aggregate on August 28, 1976.

Paving commenced on August 25, 1975 on the Elkhead Rd. - Rice Hill Section using "B" mix for the base course. The base course was completed on Sept. 19 on Elkhead Rd. - Rice Hill & on Nov. 5, 1975 on Anlauf Int. - Elkhead Rd. Int. A switch from "B" to "C" mix was made on Oct. 13, 1975. "E" mix was layed commencing July 14, 1976 on Anlauf - Elkhead & completed on July 30, 1976 on Elkhead Rd. - Rice Hill.

The contractors paving operation was a series of problems. They had considerable problems with gradation, dumping the mix in a berm & laying it satisfactorily. Penalty price reductions were written for mix out of spec. The contractor refused to sign these price agreements & may possibly contest them. The contractor used trucks for hauling the mix which had been modified from dumping transversely to longitudinally & they had problems getting the mix out of the trucks. Their paving machines were well used & broke down regularly. The project diaries record a continual dialogue & correspondence with the contractor to correct the deficiencies.

Compaction equipment was modern & in good condition. Problems which occurred in obtaining compaction were caused by breakdowns in furnishing water to the rollers.

Concrete Barrier for the projects was produced at a casting yard set up at Winchester on Beaver State Ready Mix property. A controversy arose over the status of 4-10 Logging Co. which was doing the casting as to whether they should be classified as suppliers or be subject to sub-contractor specifications. After a lengthy period the decision from the Oregon Attorney General's office was in favor of supplier status. Barrier production commenced June 26, 1975 & was completed March 17, 1976. Barrier was installed on the Elkhead Rd. - Rice Hill section commencing October 29, 1975 with the major portion of the precast ending on December 9, 1975. This barrier was placed by pouring a grout pad & then setting the barrier on it. Failure to make adjustments when necessary to control line & grade resulted in an unacceptable product. The contractor proved to only be interested in quantity & not quality despite admonishments & instructions from the Resident Engineer. The contractor failed to make any corrections & liquidated damages were charged until the cut-off date of Nov. 30, 1976.

On the Anlauf Int. - Elkhead Rd. Int. Section the contractor wisely decided to preset the barrier & pressure pump grout under it. This method worked very well, the only problem being they failed to do a satisfactory job of keep the scuppers under the barrier cleaned & resulted in having to go back with bars & jack hammers to do the cleaning. This work also was delayed by the contractor resulting in charging liquidated damages up to Nov. 30, 1976. Barrier installation commenced on Tuesday May 4, 1976 & ended with the poured in place barrier on June 29, 1976

All permanent signing on the projects was completed satisfactorily with no problems. The plans for the two projects showed an overlap with signing duplicated at the Elkhead Rd. Interchange. The overlapping signs were deleted from the Elkhead Rd. - Rice Hill Section & paid for on the Anlauf Int. - Elkhead Rd. Section.

A final inspection on the two projects was held on Sept. 26, 1976 by the Region Const. Engr. & FHWA Area Engr. The contractor contested the inspection & whether it was actually held. A meeting was arranged & held at the Region Engineers office on Oct. 14, 1976. At this meeting the contractor agreed to accept an inspection by the Region Engineer on discrepancies in the median barrier on Anlauf - Elkhead Rd. Section & promised to correct them immediately. However the only deficiencies corrected were on guard rail by the sub-contractor. A letter describing this meeting was written on Oct. 26, 1976 & copies sent to the Const. Engr. & State Hwy. Engr. A subsequent meeting was held on Dec. [illegible], 1976 again in the Region Engineers office. A letter describing this meeting was written on Dec. 28, 1976 with a copy to the Construction Engineer.

Work on the deficiencies commenced Feb. 16, 1977 & was completed Feb. 28, 1977 with the exception of settling the dispute over the concrete median barrier on Elkhead Rd. - Rice Hill Section. The contractor is attempting to settle this through a price reduction P.A.

Work on these projects was complicated by the fact the contractor held contracts for 8 different state projects within the life of these projects plus County & Federal contracts. Material was produced for & supplied to many of these projects at the same time. Co-operation with the contractor was not always very satisfactory.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

Rc

OREGON STATE HIGHWAY DIVISION

Anlauf Inter.-Elkhead Rd. Inter. Sec.
S.D. Spencer & Son-Contractor
Pacific Highway

Contract #8184
Prefix #610-1052
Fed. Aid. #I-5-3(100)155

Douglas County

STATEMENT OF OVER-RUNS AND UNDER-RUNS

CONTRACT AUTHORIZATION		FINAL AMOUNT		%
Contract Amount	$2,404,180.30	Contract Amount $	2,354,092.61	
Add. Antic. Items	26,200.00	Add. Antic. Items	41,918.67	
Contingencies	109,367.11	Contingencies		
Engineering	194,430.42	Engineering	200,000.00	
Credit for Salv.G.Rail	31,471.30	Credit for Salv.G.Rail	1,660.14	
Total	2,702,706.53	Total	2,594,351.14	-4.026%

Item No.				%
Item No. 1	Furnishing Field Laboratory			
	Original Estimate	$ 2500.00		
	Final Total	2500.00		
		0.00		
Item No. 2	Mobilization			
	Original Estimate	$76000.00		
	Final Total	76000.00		
		0.00		
Item No. 3	Temporary Protection & Direc. of Traffic			
	Original Estimate	$32000.00		
	Final Total	32000.00		
		0.00		
Item No. 4	Temporary Signs			
	Original Estimate	$ 9520.00		
	Final Total	9127.23		
	Under-run	$ 392.77		- 4.1 %
Item No. 5	Flagmen			
	Original Estimate	$28000.00		
	Final Total			
		$		
Item No. 6	Oversize Advance Construction Signs			
	Original Estimate	$ 5000.00		
	See P.A. # 2			
Item No. 7	Clearing & Grubbing			
	Original Estimate	$ 9000.00		
	Final Total	9000.00		
		$ 0.00		

Item No. 8	Removal of Structures & Obstructions		
	Original Estimate	$ 30,000.00	
	Final Total	30,000.00	
		0.00	
Item No. 9	Ditch Excavation		
	Original Estimate	$ 740.00	
	Final Total	357.80	
	Under-run	$ 382.20	
	All required for adequate drainage.		-51.6 %
Item No. 10	Embankment Foundation Excavation		
	Original Estimate	$ 3,150.00	
	Final Total	1,373.40	
	Under-run	$ 1,776.60	
	All required for stabilization.		-56.4 %
Item No. 11	General Excavation		
	Original Estimate	$142,560.00	
	Final Total	192,717.03	
	Over-run	$ 50,157.03	
	See Price Agreement # 13.		+35.2%
Item No. 12	Extra for Selected Rock		
	Original Estimate	$ 1,825.80	
	Final Total	5,949.49	
	Over-run	$ 4,123.69	
	Over-run due to using this item to stabilize a slide.		+225.9 %
Item No. 13	Trench Excavation		
	Original Estimate	$ 1,500.00	
	Final Total	409.70	
	Under-run	$ 1,090.30	
	All required for adequate drainage.		-72.7 %
Item No. 14	Finishing Roadbed & Slopes		
	Original Estimate	$ 15,000.00	
	Final Total	15,000.00	
		0.00	
Item No. 15	Furnishing & Placing Topsoil		
	Original Estimate	$ 180.00	
	Final Total	6,585.00	
	Over-run	$ 6,405.00	
	See Price Agreement # 12.		+3558.3 %
Item No. 16	Watering		
	Original Estimate	$ 14,300.00	
	Final Total	4,403.10	
	Under-run	$ 9,896.90	
	All required due to materials & weather.		-69.2 %

Item No. 17	Aggregate Shoulders		
	Original Estimate		
	Final Total	$246,000.00	
	Under-run	214,114.68	
	All required.	$ 31,885.32	
			-13.0 %
Item No. 18	Class 'B' or 'C' AC Mixture		
	Original Estimate		
	Final Total	$579,420.00	
	Under-run	530,056.78	
		$ 49,363.22	
Item No. 19	Class 'E' AC Mixture		- 8.5 %
	Original Estimate		
	Final Total	$151,600.00	
	Over-run	168,124.36	
	Amount required for specified width & depth.	$ 16,524.36	+10.9 %
Item No. 20	Asphalt Cement in Mixture		
	Original Estimate		
	Final Total	$513,600.00	
	Under-run	493,830.40	
		$ 19,769.60	
			- 3.9%
Item No. 21	Portland Cement Additive		
	Original Estimate		
	Final Total	$ 12,160.00	
	Under-run	10,172.36	
	All required	$ 1,987.64	
			-16.3 %
Item No. 22	Asphalt in Tack Coat		
	Original Estimate		
	Final Total	$ 14,690.00	
	Under-run	9,626.50	
	All required for adequate coverage.	$ 5,063.50	
Item No. 23	10-inch Culvert Pipe		-34.5%
	Original Estimate		
	Final Estimate	$ 112.00	
	Under-run	0.00	
	None required.	$ 112.00	
Item No. 24	12-inch Culvert Pipe		-100 %
	Original Estimate		
	Final Total	$ 198.00	
	Under-run	88.00	
	All required for drainage involved.	$ 110.00	
Item No. 25	18-inch Culvert Pipe		-55.6 %
	Original Estimate		
	Final Estimate	$ 2,640.00	
	Over-run	2,724.00	
		84.00	
			+ 3.2 %

Item No. 26	24-inch Culvert Pipe		
	Original Estimate	$ 3,200.00	
	Final Total	3,056.00	
	Under-run	$ 144.00	- 4.5 %
Item No. 27	30-inch Culvert Pipe		
	Original Estimate	$ 2,900.00	
	Final Total	5,400.00	
	Over-run	$ 2,500.00	+86.2 %
	Required for adequate drainage.		
Item No. 28	Conc. Inlets, Type G-2M		
	Original Estimate	$ 2,550.00	
	Final Total	0.00	
	See F.A. # 3	2,550.00	-100 %
Item No. 29	Guard Rail, Type 2A		
	Original Estimate	$143,385.00	
	Final Total	150,531.49	
	Over-run	$ 7,146.49	+ 5.0 %
Item No. 30	Guard Rail, Type 3		
	Original Estimate	$ 993.75	
	Final Total	666.48	
	Under-run	$ 327.27	-32.9 %
	More remained in place than anticipated.		
Item No. 31	Guard Rail Anchors, Type 1		
	Original Estimate	$ 2,600.00	
	Final Total	2,600.00	
		$ 0.00	
Item No. 32	Guard Rail Anchors, Type 2		
	Original Estimate	$ 3,705.00	
	Final Total	4,560.00	
	Over-run	$ 855.00	+ 23.1 %
	Required for guard rail runs involved.		
Item No. 33	Extra for Guard Rail Bridge Connections		
	Original Estimate	$ 735.00	
	Final Total	490.00	
	Under-run	$ 245.00	-33.3 %
	Partially placed under previous contract.		
Item No. 34	Rail End Pieces, Type A		
	Original Estimate	$ 159.00	
	Final Total	220.50	
	Over-run	$ 61.25	+38.5 %
	Amount required for guard rail involved.		
Item No. 35	Rail End Pieces, Type C		
	Original Estimate	$ 1,047.50	
	Final Total	1,047.50	
		$ 0.00	

Item No. 36	Extra for Paved Rock Surfacing Slopes		
	Original Estimate	$ 1,500.00	
	Final Total	1,500.00	
		$ 0.00	
Item No. 37	Concrete Barrier		
	Original Estimate	$289,800.00	
	Final Total	292,617.60	
	Over-run	$ 2,817.60	+ 1.0 %
Item No. 38	Paved Culvert End Slopes		
	Original Estimate	$ 9,800.00	
	Final Total	5,131.00	
	Under-run	$ 4,669.00	-47.6 %
	All required for culvert ends involved. Substituted G-2MA inlets on EWO # 5.		
Item No. 39	Guide Posts		
	Original Estimate	$ 3,924.00	
	Final Total	6,932.40	
	Over-run	$ 3,008.40	+76.7 %
	Required as temporary for winter traffic control & revisions to Standards on Interchange ramps.		
Item No. 40	Roadside Seeding and Mulching		
	Original Estimate	$ 8,890.00	
	Final Total	5,634.00	
	Under-run	$ 3,256.00	-36.7 %
	See Price Agreement # 14.		
Item No. 41	Removal of Existing Sign Installations		
	Original Estimate	$ 1,000.00	
	Final Total	1,000.00	
		0.00	
Item No. 42	Move and Modify Existing Signs		
	Original Estimate	$ 3,300.00	
	Final Total	3,300.00	
		0.00	
Item No. 43	Painted Wood Sign Posts		
	Original Estimate	$ 2,500.00	
	Final Total	0.00	
	Under-run	$ 2,500.00	-100 %
	See P.A. # 8.		
Item No. 44	Sign Support Footings		
	Original Estimate	$ 3,200.00	
	Final Total	3,200.00	
		0.00	
Item No. 45	Structure Mounts		
	Original Estimate	$ 425.00	
	Final Total	425.00	
		0.00	

Item No. 46	Breakaway Sign Posts		
	Original Estimate	$ 19,000.00	
	Final Total	19,000.00	
		0.00	
Item No. 47	Exit Number Supports		
	Original Estimate	$ 1,600.00	
	Final Total	1,600.00	
		0.00	
Item No. 48	Type "A" Signs in Place		
	Original Estimate	$ 5,200.00	
	Final Total	5,520.00	
	Over-run	$ 320.00	+ 6.2 %
Item No. 49	Type 'D' Signs in Place		
	Original Estimate	$ 1,080.00	
	Final Total	920.00	
	Under-run	$ 160.00	-14.8 %
	See P.A. # 16.		
P.A. No. 1	Change Class 'E' AC Gradation		
	Documentation Only		
P.A. No. 2	Oversize Advance Construction Sign		
	Original Estimate B.I. # 6	$ 5,000.00	
	Final Total P.A. # 2	3,494.70	
	Under-run	$ 1,505.30	-30.1 %
P.A. No. 3	Concrete Inlets, Type G-2M		
	Original Estimate B.I. # 28	$ 2,500.00	
	Deleted by P.A. # 3	0.00	
	Under-run	$ 2,500.00	-100 %
P.A. No. 4	Change Specifications, Lane Closure		
	Documentation only		
P.A. No. 5	6-inch Perf. Drain Pipe		
	Original Estimate	$ 600.00	
	Final Total	1,005.00	
	Over-run	$ 405.00	+67.5 %
	Required for proper drainage.		
P.A. No. 6	Guard Rail Paint Removal		
	Original Estimate	$ 660.00	
	Final Total	704.72	
	Over-run	$ 41.72	+ 6.3 %
P.A. No. 7	Construct Manhole		
	Original Estimate	$ 1,3[illegible].00	
	Final Total	1,[illegible].00	
		0.00	

P.A. No. 8	Unpainted Wood Sign Posts		
	Original Estimate B.I. # 43	$ 2,500.00	
	Final Total P.A. # 8	2,408.00	
	Under-run	$ 92.00	- 3.7 %
P.A. No. 9	Adjust Guard Rail Posts		
	Original Estimate	$ 1,120.00	
	Final Total	755.00	
	Under-run	$ 365.00	-32.6 %
	All required.		
P.A. No. 10	Change Specifications to Allow Contract Work on Friday and Saturday		
	Documentation Only.		
P.A. No. 11	Adjust Height of Median Barrier		
	Documentation Only		
P.A. No. 12	Topsoil - Increase Quantities		
	Documentation Only		
P.A. No. 13	General Excavation - Increase Quantities		
	Documentation Only		
P.A. No. 14	Seeding & Mulching - Decrease Quantities		
	Documentation Only		
P.A. No. 15	Commercial A.C. Mix		
	Original Estimate	$ 3,818.40	
	Final Total	7,660.28	
	Over-run	$ 3,841.88	+100.6%
	More required than originally estimated for areas involved.		
P.A. No. 16	Purchase Sign #2, Type D		
	Original Estimate B.I. #49	$ 160.00	
	Final Total P.A. #16	70.00	
	Under-run	$ 90.00	- 56.3 %
	All required		
P.A. No. 17	4" - 0 Ditch Bottom Lining		
	Original Estimate	$ 1,275.00	
	Final Total	1,394.47	
	Over-run	$ 119.47	+ 9.4 %
P.A. No. 18	Guard Rail Post Bolts		
	Documentation Only		
P.A. No. 19	Revised Laydown Spec's Class "E" A.C.		
	Original Estimate	- $ 3,7[illegible]0.00	
	Final Total	- 4,[illegible]3.21	
	Over-run	$ [illegible]13.11	+ 10.9%

P.A. No. 20	Non-Spec. Class "E" A.C. Mixture		
	Original Estimate		
	Final Total	-$ 1,375.00	
P.A. No. 21	Anti-strip Additive		
	Original Estimate	$ 18,540.97	
	Final Total	18,422.14	
	Under-run	$ 118.83	-0.6%
P.A. No. 22	Penalty Price Reductions Non-Spec. AC Mixture, Liq. Asph. & Compaction.		
	Final Total	$ 8,043.58	
P.A. No. 23	Credit for Patching by State Forces		
	Final Total	$ 4,256.00	
P.A. No. 24	Penalty Price Reduction Non-Spec. Mat'l in Tack Coat		
	Final Total	$ None	

EXTRA WORK (Cont.)

E.W.O. No. 1	Stage Construction Striping		
	Original Estimate	$ 3,500.00	
	Final Total	3,[illegible]	
	Over-run	[illegible]	+2.5%
E.W.O. No. 2	State Responsibility for [illegible]		
	Original Estimate	$ 4,000.00	
	Final Total	[illegible]	
	Under-run	1,[illegible]	-42%
	All Required		
E.W.O. No. 3	Trainees		
	Original Estimate	[illegible]	
	Final Total	[illegible]	
	Under-run	[illegible]	-85.6%
	All of Training Involved		

E.W.O. No. 4	Fencing		
	Original Estimate	$ 3000.00	
	Final Total	2965.00	
	Under-run	35.00	-1.2%
E.W.O. No. 5	G-2MA Inlets		
	Original Estimate	$ 7500.00	
	Final Total	6397.38	
	Under-run	1102.62	-14.7%
	All of work required		
E.W.O. No. 6	Cover MS Inlet Grates		
	Original Estimate	$ 350.00	
	Final Total	146.00	
	Under-run	204.00	-58.3%
	Less costly than estimated		
E.W.O. No. 7	Adjust Median Inlets		
	Original Estimate	$ 1700.00	
	Final Total	2031.48	
	Over-run	331.48	+19.5%
	More inlets involved than estimated		
E.W.O. No. 8	[illegible]		
	Original Estimate	$ 10000.00	
	Final Total	14581.06	
	Over-run	4,581.06	+45.8%
	Work was more extensive than estimated		
E.W.O. No. 9	[illegible] Inlets		
	Original Estimate	$ 400.00	
	Final Total	470.77	
	Over-run	70.77	+17.7%
	More work involved than estimated		
E.W.O. No. 10	[illegible]		
	Original Estimate	$ 250.00	
	Final Total	[illegible]	
	Over-run	[illegible]	[illegible]
	[illegible]		
	[illegible]		

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Anlauf Int.- Elkhead Rd. Int.

WEEK ENDING: March 19, 1977

SECTION PREFIX: 610-1052

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Anlauf Int.-Elkhead Rd. Int.

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: S. D. Spencer & on

CONTRACT NUMBER: 8184

FEDERAL AID PROJECT NUMBER: I-5-3(100)155

DATE OF CONTRACT: May 5, 1975

DATE WORK STARTED: May 30, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR workdays 325

WORK DAYS USED

CALENDAR workdays USED 378

SPECIFIED COMPLETION DATE

PROJECT AUTHORIZATION: $2,702,706.53

PERCENT OF TIME ELAPSED: 116.3

EXCLUSIVE OF ENGINEERING: $2,508,276.11

ENGINEERING AUTHORIZATION: $194,430.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,394,351.14

ENGINEERING COST TO DATE: $198,600.00

This week 500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.5

ESTIMATED PERCENT: UNDERRUN 4.5 %

PERCENT OF AUTHORIZATION: 102.1 %

DATE PROJECT WAS COMPLETED: February 24, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Guardrail	Signing	Conc. Med.
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.3	7.3			
MILES PARTIALLY COMPLETED	7.3	7.3			7.3
MILES COMPLETED	7.3	7.3			7.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43,650 c.y.	61,000 ton			7.3
TOTAL QUANTITIES CORRECTED TO DATE	57,650	53,529			97,250 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	57,650	53,529			92,700
AVERAGE DAILY QUANTITIES					92,700
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 21 1977
CONSTRUCTION
Kenny
Bro
Jackmond
Harwood
Walker
~~Ruging~~
Richards
Glenn
Berg

GEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi - Final was submitted to the Region Office Tuesday Mar. 15.

This is the final report.

SIGNED V. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Date Feb. 22, 1977

Project Name Anlauf Int-Elkhead Rd. Int.

Contract No. 8184 F. A. Project No. I-5-3(100)155

Highway Pacific

Prefix 610-1052 Account No. 240-06

County Douglas

Description of Work To Be Done:

Patch rough pavement.

Location by Station Numbers:

363- 404- 563- 599- 633

Estimate of Quantities and Costs:

112 tons Asphaltic Concrete Mixture @ $38.00 = $4,256.00

Explanation: The contractor attempted to patch some rough pavement areas with very poor results. The Region Engineer gave the contractor the option of paying for State Forces to do it right.

The contractor elected to do so.

Estimate of costs obtained from the District Engineer. (Deleted on PH. 2.3)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $ 2,702,706.53

Present estimate of project cost, including $ 4,256.00 for work under this order $ 2,587,500.00

Expected under-run ~~over-run~~ (amount) $ 115,200.00

Expected under-run ~~over-run~~ (per cent) 4.3

Space to right of this line is for use of Salem Office

Submitted by: Vernon E. Skull Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: 6-24-77 ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or Office Engineer. for Constr.

State Printing

618

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -5-3(100)155

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-811

TO:

1

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
Gulian
FOR

(155

DATE PS&E APPROVED 4-9-75

DATE AUTHORIZATION EFFECTIVE 11-26-76

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Anlauf Interchange - Elkhead Road Interchange"

GENERAL DESCRIPTION OF WORK:

Adjustment of credit.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Adjustment of credit

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's 12-3-76 letter I approve the revised credit of salvage guardrail to reflect the correct unit price of $0.005 for a total of $1,660 - Federal Funds $1,530, (Credit shown on PS&E estimate was at unit price of $0.05, total estimated cost $31,471.30)

DATE 12-17-76

SIGNATURE OF APPROVING OFFICIAL G.K. Hessner

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

State Printing

8182

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 5-3(100)155

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-811

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Interstate 5
4-9-75	10-6-76	STATE ROUTE NUMBER	Primary 1

GENERAL LOCATION:
"Anlauf Interchange - Elkhead Road Interchange"

GENERAL DESCRIPTION OF WORK:
Temporary patch of new pavement pending geologist report and recommendations for permanent correction.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-13-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $700 - Federal Funds $645.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-76	G.K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-858

RECEIVED
STATE HWY ENGR
FORM E-30
OCT 27 '76
REFER TO
[illegible]
FOR
R/D D/R Sign A-I

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 26, 1976

To Memo to File

SUBJECT: Contractor Complaints
Anlauf Int.-Elkhead Rd. Int.
Elkhead Rd. Int.-Rice Hill Int.
Contracts 8184 & 8189

As a result of letters written by Otis Jordan on Oct. 3, 1976 a meeting was held in Mr. Shirley's office on Oct. 14, 1976.

Present were George Spencer, Otis Jordan, Ted Isto and Bob Sawyer representing the Contractor and Alfred Shirley Jr., Curt Duval, Roger Patitz and myself representing the Highway Division.

The contractors complaints were answered by myself in a letter written Oct. 6, 1976. The discussion involved the same complaints.

Mr. Spencer stated that the AC Paving was a very good job and the few rough spots should be acceptable. I stated they had been straight-edged and were not acceptable. Mr. Shirley stated that we do have specifications and they would have to be met. Mr. Shirley stated that the patching would have to wait for warmer weather and he would consider a Price Agreement in order for State Forces to do the work, at Contractor expense. I stated that I would obtain an estimate and present it to Mr. Spencer.

Mr. Jordan stated that the Median scupper openings were all adequate as he had a huge work force clean them. I stated they were not adequate even though Mr. Patitz had informed the foreman repeatedly of grout remaining in many of them. I further stated that I Had tried many times to have them cleaned prior to placing the AC "E" mix. Discussion was also held on the unacceptable Median concrete patching. Finally Mr. Shirley asked if his personal inspection would be acceptable and Mr. Spencer stated it would. Mr. Jordan stated that if Mr. Shirley would inspect and mark the unacceptable scuppers and patch's he would send a work force out to get the work done immediately. (Note: Mr. Shirley and Mr. Patitz inspected and marked some of the scuppers and patch's the afternoon of Oct. 14, 1976, but to date no work had been done).

Mr. Jordan and Mr. Spencer stated that the unacceptable alignment and grade of the Median Barrier on the Elkhead-Rice Hill section was all due to the lack of compaction in the median on the original contract. I stated that other median barrier installed in similiar circumstances and using the same method was acceptable. Mr. Shirley stated he would reserve judgment and advise of his findings.

Mr. Jordan complained of the Semi-Final inspection procedures and of my not contacting his immediatly of the results. I informed him that I was informed of the inspection and the results the morming of Sept. 29, 1976. At my direction Mr. Patitz wrote letters of same and a copy of each were hand delivered to Mr. Jordan's office the afternoon of Sept. 29, 1976.

Mr. Shirley stated that I have no choice about charging Calendar Workdays against the projects until such time as all work is satisfactorily completed.

cc: H. S. Coulter
C. T. Keasey

Vernon E. Shull
Vernon E. Shull
Resident Engineer

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
October 6, 1976

NOTED
H. S. COULTER

Elkhead-Rice Hill Sec.
Pacific Highway
Contract 8189

Anlauf-Elkhead Sec.
Pacific Highway
Contract 8184

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Please refer to Otis Jordan's letter of Oct. 3, 1976 written to Roger Patitz, Assistant Resident Engineer.

The letters written by Mr. Patitz were hand-delivered to Mr. Jordan's office the day they were written on Sept. 29, 1976. This was also the date I was informed of the discrepancies noted by the Semi-Final inspection party. On my instructions Mr. Patitz listed the discrepancies as noted in his letters. I fully anticipated someone in authority, from your organization, would contact me for an on-site review of work to be done particularily as a portion involves Extra Work. I believe we were as prompt as possible.

On Aug. 30, 1976 Mr. Jordan, Mr. Patitz, Mr. Gustafson and myself inspected the Anlauf-Elkhead project. Both Mr. Patitz and myself informed Mr. Jordan that we did not consider the Median Barrier scuppers satisfactory and also some of the guardrail needed further adjusting. Mr. Jordan disagreed with our opinion so I then agreed to await the opinion of the Semi-Final inspection for a determination. There was a little final dressing work in progress but I informed Mr. Jordan I would give him a shut-down order until such time as Semi-Final inspection, then if more Contract work was required Work Day charges would resume. The patching work was done by your forces and the fact they are unsatisfactory is your responsibility.

RECEIVED
STATE HWY ENGR
OCT 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The shoulder rock you placed during 1975 was not trimmed or compacted. In fact you placed only enough to satisfy minimum safety precautions only at my insistence. This season I did not feel justified in spending a large amount of engineering money to obtain an accurate estimate of shoulder rock remaining for your benefit. At Mr. Jordan's request, Mr. Patitz did, on Feb. 12, 1976,

Form 81-734-3122

give Mr. Jordan a windshield estimate of remaining quantities, however, we stressed it was windshield only. After shoulder work commenced it was quite obvious that lack of previous compaction was largely responsible for the actual quantity involved.

At no time has either Mr. Patitz or myself represented that either of us have authority to pass on a Project. The Standard Specifications are very clear as to who has authority to accept work. I will give an opinion but I also stress that the Semi-Final and Final inspections are made by others. I suggest that Mr. Jordan's opinion of cosmetic drivel could be altered if he cared to read and understand the Contract plans and specifications.

Concerning the Median Barrier on 8189:

From the time that placing and grouting the Median Barrier commenced until Nov. 18, 1975 I repeatedly informed your foreman that the line and grade were unsatisfactory. On Nov. 18, 1975, I wrote you a letter about same. On Jan. 27, 1976, I wrote you another letter concerning same. On Aug. 30, 1976, I informed Mr. Jordan that due to the unsatisfactory Median Barrier I would continue to charge Calendar Workdays until such time as it either satisfied myself or someone with more authority accepted it. After the first days run it was not acceptable and remains the same. Unless directed to do otherwise the Calendar Workdays will continue on both Projects until such time as they are accepted as completed.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: ~~Mr.~~ Scott Coulter
Mr. C. T. Keasey
Mr. Alfred Shirley, Jr.
Mr. Otis Jordan

AREA CODES - VANCOUVER 206, PORTLAND 5

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

Mr. Vern Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8189-61

Dear Mr. Shull:

Mr. Spencer has advised me that you have made deductions for concrete barrier. By what authority in the specifications have you done this? Also, formal request is hereby made that you furnish us any and all inter-office or inter-office/inter-division, or any and all correspondence, memorandums or other pertinent documents on this subject.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Mr. Alfred Shirley, Jr.
✓Mr. Scott Coulter
Vancouver
Jim Redden, Treasurer, State of Oregon

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

AREA CODES - VANCOUVER 206, PORTLAND

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

NOTED
H. S. COULTER

Mr. Alfred Shirley, Jr.
Regional Engineer
O.S.H.D.
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Enclosed please find a letter to Mr. Patitz in reply to his of September 29, 1976 (also enclosed for your convenience). Because of the serious nature of these matters and if at all possible, our desire to keep them in the Highway Department, we request a meeting as early as possible.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
Enclosures
cc: Vancouver
✓Mr. Scott Coulter

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

AREA CODES - VANCOUVER 206, PORTLAND 5

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

RECEIVED
STATE HWY ENGR

OCT 5 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Roger Patitz
Assistant Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Dear Mr. Patitz:

This is to acknowledge and thank you for yours of September 29, 1976.

If inspections were made on the two respective projects September 28, 1976 why were we not notified by phone as to discrepancies and why were the letters not delivered to my office until late Friday, October 1, 1976. It would appear that if slight discrepancies occur, an effort is made to clean them up. Your letters are vague and do not give specific items or locations. Also their tardiness looks planned to prevent correction before the time given.

The facts are that E pavement was completed on 8184 on July 28, 1976. From that date until August 30, 1976, a huge work force did nothing but polish, clean, patch and repatch the project. In fact, you personally came back and brought our forces back to do some work after August 30, 1976.

"E" was completed on 8189 on July 30, 1976. From that date until September 3, 1976, a huge work force did nothing but polish, clean, patch and repatch the project. Again, in fact, you personally came back and brought our forces back to do other cosmetic work.

Also, during the polishing work, we applied shoulder rock. In February 1976, you gave us quantities of shoulder rock to be applied. These quantities overran over 1000%, constituting basis for additional work days. None was requested because you represented that you had the authority to pass the projects and subsequently that the projects were satisfactory. For the sake of harmony, I gave instructions to do all you requested even though I felt your requests were less than fiscally sound and, at times, cosmetic drivel.

Your inspectors, my supervisors and foremen felt the work was satisfactory except for the median barrier question on 8189.

Concerning the median barrier on 8189:

Previously, I contacted Mr. J. X. Wilson concerning the concrete median barrier on the above referenced. It is obvious Mr. Wilson does not desire to settle the matter. Therefore, we wish the following to be made a matter of record.

The median barrier was manufactured by 4-10 Logging, Inc. It is acceptable. The barrier is set on a patch coat of C mix with no keyway. The old median guardrail was driven through the old asphalt which was subject to internal breaking, and therefore weakness in compaction, etc. The grout was applied first and then the barrier was set on top of same with wood blocking. After the day's run of barrier, the barrier was acceptable as to line and grade. Then settlement would occur causing misalignment. This is the fault of design. I conclusively proved this by setting the barrier first, showing the settlement, adjusting same, and then pressure grouting. Specifications have been changed to demand this procedure statewide. It was proposed by the State to correct the cosmetic effects of the barrier by breaking the barrier loose, wedging the barrier and then inserting a grout under same. I refused to do same because it would endanger the public. The asphalt has no keyway and to break the grout bond and attempt cosmetic relief while endangering the entire function of the barrier would be unsound. Work day charges should not have been charged to date and should not be charged until this matter is resolved.

Whereas the circumstances of the semi-final inspection and facts previously encountered indicate a serious and substantial prejudice to our firm and/or me personally, we request and propose that:

1. All work be suspended on the above project
2. That no work days be charged
3. All actions on project #8364, Drain-Rock Creek be reviewed by Mr. Shirley and/or Mr. Coulter personally

until such time as a review board or Mr. Coulter thoroughly investigate the "happenings" on the projects referred to.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Vancouver
Mr. Alfred Shirley, Jr.
Mr. Scott Coulter
Mr. Carol T. Keasey

Cf- OTJ
Rec'd 10-1-76

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
September 29, 1976

Re: Semi-Final Inspection
Anlauf Int. - Elkhead Rd. Int.
Pacific Highway
Douglas County
Contract No. 8184

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

Dear Sirs:

A Semi-Final Inspection was held on the subject project on September 28, 1976. The below listed discrepancies needing correction were noted. Charging of Contract Calendar Workdays will commence on Monday, October 4, 1976, and continue until notified by you in writing that all work is completed.

Complete cleaning of scuppers under concrete median barrier
Clean out inlets plugged with AC
Realign median guard rail
Rub out rough patches on concrete median barrier and repaint
Remove and replace pavement failure NB lanes between Cox Cr. and Cox Cr. Rd.
Adjust low guardrail flares to minimum height of 18 inches
Repatch rough pavement

Sincerely Yours,

Roger E Patitz
Roger E. Patitz
Assistant Resident Engineer

cc: Otis Jordan ✓
C.T. Keasey
Alfred Shirley, Jr.
File

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 81-734-3122

OK Otis
Rec'd 10-1-76

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
September 29, 1976

Re: Semi-Final Inspection
Elkhead Rd. Int. - Rice Hill Int.
Pacific Highway
Douglas County
Contract No. 8189

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

Dear Sirs:

A Semi-Final Inspection was held on the subject project on September 28, 1976. The below listed discrepancies needing correction were noted. Charging of Contract Calendar Workdays will continue until all work is completed. Please notify us in writing when work is completed.

Straighten concrete median barrier to acceptable grade and alignment
Complete cleaning of concrete median barrier scuppers
Repatch rough pavement
Chip off high inlet edge, median inlet at Rice Hill

Sincerely Yours,

Roger E Patitz
Roger E. Patitz
Assistant Resident Engineer

cc: Otis Jordan ✓
C.T. Keasey
Alfred Shirley, Jr.
File

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

AREA CODES - VANCOUVER 206, PORTLAND 5(

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

NOTED
S. COULTER

September 24, 1976

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

what gives?

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Drain-Rock Creek
Contract No. 8364- 22

Dear Mr. Shull:

Enclosed please find unexecuted price agreement No. 4, deletion of Filter Blanket.

It was my proposal that the additional rip rap constitutes a changed condition and that all Filter Blanket material and all 100 lb. rip rap for channel changes be deleted and that all Filter Blanket material and 100 lb. rip rap be constructed on a force account basis.

Rip rapping of the far side of the channel should be accomplished first: i.e. access is more difficult; temporary crossings must be reinstalled to do the work. The pace of the work is set by you (no overtime, etc.); therefore, the near side or highway side that is to be rip rapped is delayed and may have to be placed in an emergency manner (long hours, excess equipment, etc.) if high water should occur. Because of the loss of control of the work, the liability of the work and the control and pace of the work being in your hands (i.e., we were not even requested to attend the meeting of the wildlife people and yourself), the work and resulting liability thereof should be in your hands and this is our notice that it is the only

Routing
2 Keasey
1 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
OCT 6 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

basis we shall accept final payment.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. A. Shirley
Mr. C. Keasey
✓ Mr. Scott Coulter

7124

FORM E-30

1-5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE OCTOBER 20, 1976

TO VERN SHULL
RESIDENT ENGINEER

1 Versteeg ✓
Olson
2 C... ✓ C
Swenson

RECEIVED
OCT 27 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FROM Elliott Parker
ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST

SUBJECT RECOMMENDATIONS FOR PERF PIPE INSTALLATION
ANLAUF-ELKHEAD ROAD SECTION
PACIFIC HIGHWAY DOUGLAS COUNTY

The following recommendations are made for perf pipe installation on the above named section.

6" perf pipe with east-west flow line along the left shoulder of the southbound lane between Stations 298+50 to 306+50 with "T" connections to 6" perf pipes to be installed in cut off trenches at the following locations:

6" perf in cut off trench southside→northside of SB Station 299+00
" " " " " " " " " " " 301+00
" " " " " " " " " " " 303+00
" " " " " " " " " " " 305+00
" " " " " " " " " " " 306+50

6" perf in cut off trench southside→northside (SB→NB) Station 308+50
" " " " " " " " " " 310+00
" " " " " " " " " " 322+50

6" perf in cut off trench northside→southside (NB→SB) Station 315+00
" " " " " " " " " " 316+50
" " " " " " " " " " 318+00
" " " " " " " " " " 319+00
" " " " " " " " " " 325+00
" " " " " " " " " " 326+50

6" perf pipe with east-west flow line from Station 327+50 to end of existing perf pipe at Station 321+10

6" perf pipe with SE NW flow line along right shoulder of SB from Station 328+20 to Station 332+00

6" perf in cut off trench northside→southside (NB→SB) Station 330+50
" " " " " " " " " " 333+50

EP/rk

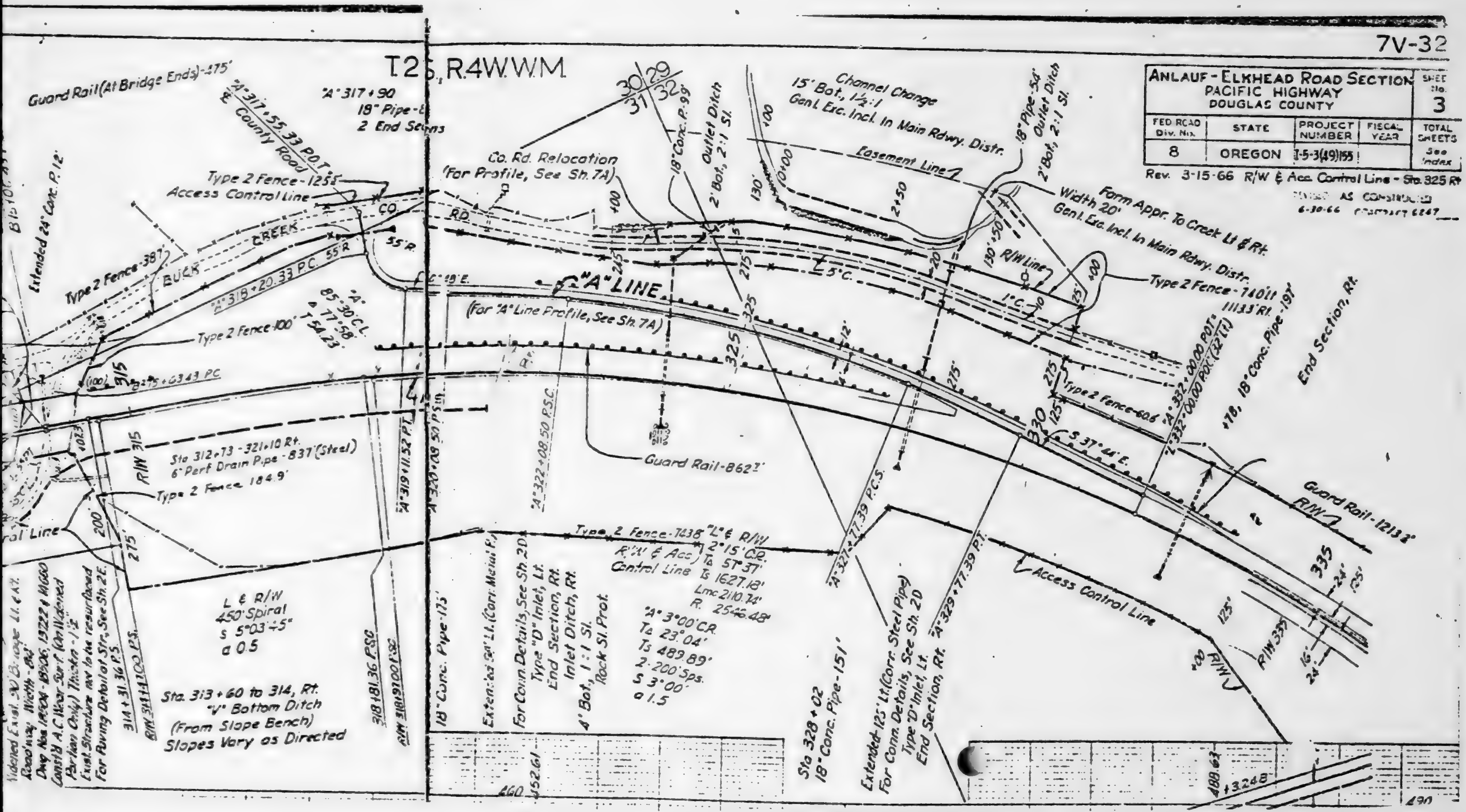
c.c. J.X. Wilson
Duane Christensen
Jack McCormick
File

7V-32

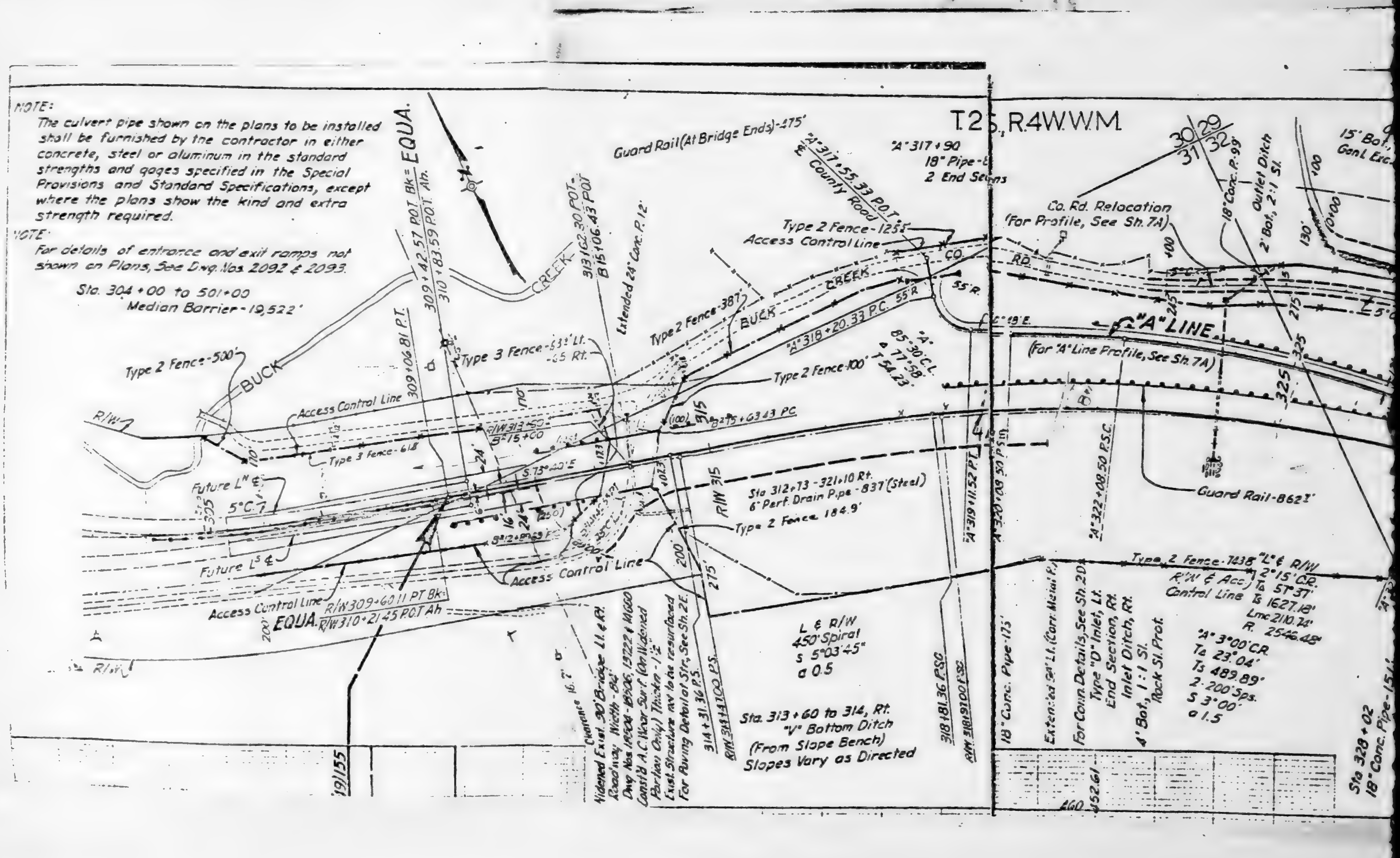
ANLAUF - ELKHEAD ROAD SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 3
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(49)155		See Index

Rev. 3-15-66 R/W & Acc. Control Line - Sta. 325 Rt.

REVISED AS CONSTRUCTED
6-30-66 CONTRACT 6247



T2S., R4W.W.M.
30 29 / 31 32
Guard Rail (At Bridge Ends)-275'
Extended 24" Conc. P. 12'
"A" 317+55.33 P.O.T. ℄ County Road
"A" 317+90 18" Pipe-E 2 End Sections
Type 2 Fence-125.5'
Access Control Line
CO. RD.
BUCK CREEK
55' R.
Type 2 Fence-387'
"A" 318+20.33 P.C. 55' R.
"A" 85°30' C.L. Δ 77°58' T 54.23'
Type 2 Fence-100'
315
(100)
B 275+63.43 PC
10.23
Sta. 312+73 - 321+10 Rt. 6" Perf Drain Pipe - 837' (Steel)
R/W 315
Type 2 Fence 184.9'
Control Line
200'
275'
L & R/W 450' Spiral s 5°03'45" a 0.5
Sta. 313+60 to 314, Rt. "V" Bottom Ditch (From Slope Bench) Slopes Vary as Directed
Widened Exist. 90' Bridge Lt. & Rt. Roadway Width-84' Dwg Nos 12504-13906, 13222 & 14680 Const'd A.C. Wear. Surf. (On Widened Portion Only) Thickn-1½" Exist. Structure not to be resurfaced For Paving Detail of Str., See Sh. 2E.
314+31.36 P.S.
R/W 314+100 P.S.
318+81.36 P.S.C.
R/W 318+91.00 P.S.C.
"A" 319+11.52 P.T.
"A" 320+08.50 P.S.
Co. Rd. Relocation (For Profile, See Sh. 7A)
"A" LINE
(For "A" Line Profile, See Sh. 7A)
"A" 322+08.50 P.S.C.
Guard Rail-862.5'
18" Conc. P. 99'
Outlet Ditch 2' Bot., 2:1 Sl.
Channel Change 15' Bot., 1½:1 Genl. Exc. Incl. In Main Rdwy. Distr.
Easement Line
+00
10+00
130'
2+50
245
275
325
℄ 5° C.
12'
Type 2 Fence-743.8'
"L" & R/W
R/W & Acc. Control Line
2°15' C.R. Δ 57°37' Ts 1627.18' Lmc 2110.74' R. 2546.48'
"A" 3°00' C.R. T Δ 23°04' Ts 489.89' 2-200' Sps. S 3°00' a 1.5
18" Conc. Pipe-175'
Extended 50' Lt. (Corr. Metal P.)
For Conn. Details, See Sh. 2D
Type "D" Inlet, Lt.
End Section, Rt.
Inlet Ditch, Rt.
4' Bot., 1:1 Sl.
Rock Sl. Prot.
Sta 328+02 18" Conc. Pipe-151'
"A" 327+77.39 P.C.S.
Extended-125' Lt. (Corr. Steel Pipe) For Conn. Details, See Sh. 2D Type "D" Inlet, Lt. End Section, Rt.
"A" 329+77.39 P.T.
18" Pipe-54' Outlet Ditch 2' Bot., 2:1 Sl.
Form Appr. To Creek Lt & Rt. Width 20' Genl. Exc. Incl. In Main Rdwy. Distr.
130' +50
R/W Line
1° C.
125'
+00
Type 2 Fence-740.11 1113.3' Rt.
275
125
Type 2 Fence-60.6'
330
S 37°44' E.
"A" 332+00.00 P.O.T.
"L" 332+00.00 P.O.C. (32' Lt.)
+78, 18" Conc. Pipe-19'
End Section, Rt.
Guard Rail-1213.8'
R/W
Access Control Line
335
24'
125'
16'
24'
R/W 335
R/W
+00
460
452.61
488.63
+32.48
490



NOTE:
The culvert pipe shown on the plans to be installed shall be furnished by the contractor in either concrete, steel or aluminum in the standard strengths and gages specified in the Special Provisions and Standard Specifications, except where the plans show the kind and extra strength required.

NOTE:
For details of entrance and exit ramps not shown on Plans, See Dwg. Nos. 2092 & 2093.

Sta. 304+00 to 501+00
Median Barrier - 19,522'

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(100)155
ATE PROJECT NO.: Anlauf Intch.-Elkhead Rd. Intch.
COUNTY NAME: Douglas
PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:
ITEM NO.: 1811

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED: 4-9-75
DATE AUTHORIZATION EFFECTIVE: 8-19-76
FEDERAL ROUTE NUMBER: Interstate Route 5
STATE ROUTE NUMBER: Primary Route 1

GENERAL LOCATION:
Elkhead Road Interchange North 7.3 miles

GENERAL DESCRIPTION OF WORK:
Seed and mulch small areas adjacent to shoulder both outside and in the median throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-20-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $1,040 - Federal Funds $960.

DATE: 9-9-76
SIGNATURE OF APPROVING OFFICIAL: G.K. Hosmer
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

8184

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-168

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State Oregon

County Douglas

Project Number I-5-3(100)155

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,627,647	$ 2,627,647
Federal funds	$ 2,424,792	$ 2,627,647
Other revisions		

This modification is made for the following reasons:
"The Project Agreement executed 5/13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 202,855."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8184

JUN 19-75

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-75	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE **Oregon** COUNTY **Douglas** PROJECT NO. **I-5-3(100)155 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Elkhead Road Intchge., N. 7.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-9-75	7.270
OTHER *(Specify)*		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,627,647	$ 2,424,792

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. A. Wenter
Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-5-3(100)155

ANLAUF INTERCHANGE-ELKHEAD RD. INTERCHANGE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code 6201
Roadway Safety (Sta. 309+06.81 to Sta. 693+00)

Furnishing Field Laboratory	1	only	2,500.00	$ 2,500.00
Mobilization	All	Required		76,000.00
Temporary Protection and Direction of Traffic	All	Required		32,000.00
Temporary Signs	1,360	sq.ft.	7.00	9,520.00
Flagmen	2,000	hour	14.00	28,000.00
Oversize Advance Construction Signs	2	only	2,500.00	5,000.00
Clearing and Grubbing	All	Required		9,000.00
Removal of Structures and Obstructions	All	Required		30,000.00
Ditch Excavation	74	cu.yd.	10.00	740.00
Embankment Foundation Excavation	450	cu.yd.	7.00	3,150.00
General Excavation	43,200	cu.yd.	3.30	142,560.00
Extra for Selected Rock Embankment Material	1,074	cu.yd.	1.70	1,825.80
Trench Excavation	150	cu.yd.	10.00	1,500.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Furnishing and Placing Topsoil	18	cu.yd.	10.00	180.00
Watering	2,200	M-gal.	6.50	14,300.00
10-inch Culvert Pipe	14	lin.ft.	8.00	112.00
12-inch Culvert Pipe	18	lin.ft.	11.00	198.00
18-inch Culvert Pipe	220	lin.ft.	12.00	2,640.00
24-inch Culvert Pipe	200	lin.ft.	16.00	3,200.00
30-inch Culvert Pipe	58	lin.ft.	50.00	2,900.00
Concrete Inlets, Type G-2M	3	only	850.00	2,550.00
Guard Rail, Type 2A	30,250	lin.ft.	4.74	143,385.00
Guard Rail, Type 3	75	lin.ft.	13.25	993.75
Guard Rail Anchors, Type I	10	only	260.00	2,600.00
Guard Rail Anchors, Type 2	13	only	285.00	3,705.00
Extra for Guard Rail Bridge Connections	3	only	245.00	735.00
Rail End Pieces, Type A	13	only	12.25	159.25
Rail End Pieces, Type C	10	only	104.75	1,047.50
Extra for Paved Rock Surfacing Slopes	2	only	750.00	1,500.00
Concrete Barrier	24,150	lin.ft.	12.00	289,800.00
Paved Culvert End Slopes	1,400	sq.ft.	7.00	9,800.00
Guide Posts	360	only	10.90	3,924.00

Roadside Seeding and Mulching	24 acre	370.00	$ 8,880.00

Signing

Removal of Existing Sign Installations	All Required		1,000.00
Move and Modify Existing Signs	All Required		3,300.00
Painted Wood Sign Posts	All Required		2,500.00
Sign Support Footings	All Required		3,200.00
Structure Mounts	All Required		425.00
Breakaway Sign Posts	All Required		19,000.00
Exit Number Supports	All Required		1,600.00
Type "A" Signs In Place	325 sq.ft.	16.00	5,200.00
Type "D" Signs In Place	135 sq.ft.	8.00	1,080.00
			$ 886,710.30

Anticipated Items

Temporary Erosion Control (EW)	All Required		$ 5,000.00
On-the-Job Trainees (4@$800)	All Required		3,200.00
Construct Metal Median Barrier Connection (EW)	All Required		500.00
Correct Wet Area Sta. 322 (EW)	All Required		1,000.00
			$ 9,700.00
	Sub-total		$ 896,410.30
	10% Engineering		89,641.00
	Sub-total		$ 986,051.30
Credit for Salvaged Guard Rail	629,426 lbs.	0.05	($ 31,471.30)
	Total		$ 954,580.00

Type Code 6201
Roadway Paving (Sta. 309+06.81 to Sta. 693+00)

Aggregate Shoulders	61,500 ton	4.00	246,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	78,300 ton	7.40	579,420.00
Class "E" Asphalt Concrete Mixture	18,950 ton	8.00	151,600.00
Asphalt Cement in Mixture	6,420 ton	80.00	513,600.00
Portland Cement Additive in Class "E" Mixture	190 ton	64.00	12,160.00
Asphalt in Tack Coat	113 ton	130.00	14,690.00
			$1,517,470.00

Anticipated Items

Permanent Pavement Striping (SF)	All Required)		$ 3,000.00
Stage Construction Striping (SF)	All Required		500.00
			$ 3,500.00
	Sub-total		$1,520,970.00
	10% Engineering		152,097.00
	Total		$1,673,067.00

Length of Project - - - - - - - - - - 7.270 miles
Cost of Roadway (Safety) per mile - - - - - - - - $131,303.98
Cost of Roadway (Paving) per mile - - - - - - - - $230,133.01

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway (Safety)		$ 954,580.00	$ 880,886.00	$ 73,694.00
Roadway (Paving)		1,673,067.00	1,543,906.00	129,161.00
	Totals	$2,627,647.00	$2,424,792.00	$202,855.00

Group 1 - 100%
Prefix: 8184
Contract No. 610-1052

Length of Project - - - - - - - - - - 7.270 miles
Cost of Roadway (Safety) per mile - - - - - - - - $131,303.98
Cost of Roadway (Paving) per mile - - - - - - - - $230,133.01

SUMMARY OF FUNDS

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	Totals	$2,627,647.00	$2,424,792.00	$202,855.00

Group 1 - 100%
Prefix: 8184
Contract No. 610-1052

ANLAUF INTCHGE.-ELKHEAD RD. INTCHGE. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$4,000.00

8' x –

FORM 81 714 3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

April 13, 1976

Warren Richards

FROM: Warren Richards
Construction Office Engineer

TO: Mary Deits
Assistant Attorney General

SUBJECT: Off Site Fabrication
Concrete Barriers
4-10 Logging, Inc.
Contracts 8003, 8184, 8189, 8251

4-10 Logging, Inc. is furnishing concrete barriers to the subject projects in the Roseburg area. We have withheld funds on most of these projects due to the failure of the contractor to submit a subcontract and payrolls for this work or proof that the fabricator is a material supplier not subject to the wage rates listed in the contract special provisions.

The contractor, S. D. Spencer and Son, claims that the work is not covered by the contract wage rates as the fabricator is recognized as a supplier by a union labor agreement. The contractor, in a September 30, 1975 letter by Otis Jordon, also mentions sales to a Fairboard and individuals, availability of product to the public and prior business in supplying materials. The only proof supplied to substantiate the contractor's claim is a copy of the union labor agreement.

The contractor feels that the union recognition is satisfactory proof that the contract wages do not apply. This does not appear to agree with the Required Contract Provisions, All Federal-aid Construction Contracts which are included in each of the subject contracts. Section IV of those provisions refers to "wage rates not less than those contained in the wage determination ... which is attached hereto ... regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics ...". The union agreement provides for a lower wage than the contract wage determinations.

Please review the enclosed correspondence and agreement to see if you feel it is sufficient to establish that the fabricator is a materialman not subject to the contract wage rates. We would appreciate an early response as the contractor has threatened to take legal action to obtain the funds withheld which amounts to 10% of the value of the barriers.

The contractor alleges that we are in breach of the contracts by unjustly withholding the funds. They also have questioned the need for the withholdings as they have furnished a performance bond and we are already retaining five percent of the funds in the normal manner.

WR:mk

Attach: Labor agreement; Form PR-1273;
Otis Jordon's letters dated 9/26/75,
9/30/75 & 3/15/76; J. X. Wilson letter
of 3/19/76; Vern Shull's letters of
9/24/75 & 10/2/75; Warren Richard's
letter of 9/18/75.

cc: H. S. Coulter
Jack Sollis
J. X. Wilson
Alfred Bates
Vern Shull
Curt Duval

RECEIVED
[illegible]
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

8184

Form E-206 (Rev. 11-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE [illegible]/75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 12/5/75
FEDERAL HIGHWAY ADMINISTRATION

Project Name	Anlauf Int.-Elkhead Rd. Int.	**Date**	October 28, 1975
Highway	Pacific	**Contract No.**	8184
County	Douglas	**Prefix**	610-1052
Contractor	S. D. Spencer & Son	**F. A. Project No.**	I-5-3(100)155
Address	4614 N.E. 72nd Ave., Vancouver, Wa. 98661	**Order No.**	8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Correct wet area in S.B. travel lanes.

Approval Recommended as of 11/24/75

Location by station numbers:

S.B. 323+00±

Estimate of quantities and cost:

Amount included in contract authorization $10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Section 104.04 of Special Provisions includes this work to be done as extra work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,702,706.53	
Present estimate of project cost, including $10,000.00 for work under this order	$2,702,706.53	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Submitted by: Vernon E. Shull
Resident Engineer

Approval Recommended: For:
Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approved
Construction Engineer.

8184

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

Coulter

September 26, 1975

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

NOTED
H. S. COULTER

Re: 8184-22
8189-21
Unsatisfactory Median Barrier

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 24, 1975, on the above-referenced matter.

Our supplier 4-10 Logging, Inc., has been applying a sealant to the cracks in the median barrier which you refer to. The state inspector at 4-10 has approved the material being used and the work is being done. To further assure that the sealant is being applied, a quantity was delivered to the median barrier setters today to seal the barriers that may have been inadvertently missed.

Very truly yours,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

10-1-75

Bud Shirley —
If the cracks make the barrier sections structurally deficient they should be rejected unless a satisfactory epoxy type pressure injection can correct them. A "sealant" is not enough.

C T Keasey

Routing
1 Keasey K
2 Bond B
3 Jackmond
Harwood
Johnsen
Walker

RECEIVED
OCT 1 1975
CONSTRUCTION
SECTION

Richards
Glenn
Berg

10-1-75
Copy to Bud Shirley
CTK:FR

1-5-1-F

K

Routing
1 Keasey
2 Bond
Jackmond
3 Harwood
Johnsen
Walker

RECEIVED
SEP 25 1975
CONSTRUCTION
SECTION

Richards
Glenn
Berg

OREGON STATE
HIGHWAY DIVISION
Roseburg, Oregon
September 24, 1975

Unsatisfactory Median Barrier
Anlauf Int.-Elkhead Rd. Int.
Elkhead Rd. Int.-Rice Hill Int.
Contracts 8184 & 8189

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

During the casting, handling and stockpiling of your precast Median Barrier a large quantity developed cracks. Your supplier was informed these were unsatisfactory and would be rejected for use. Upon further investigation by Curt Duval and myself it was determined that we would accept the barriers providing the cracks were sealed prior to being subjected to wetness. Your supplier was informed of this decision, but now I find the sealing was not done.

Some of these cracked barriers have been delivered to the project. Any cracked barriers that have not been sealed prior to being subjected to wetness will be rejected for permanent use.

In addition, your people patching air pockets and other defects are doing a very poor job of it.

All patchs will be subjected to a hammer test prior to final acceptance.

Sincerely Yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: C. T. Keasey
Alfred Shirley, Jr.
Otis Jordan

NOTED
H.S. COULTER

Coulter

E 123

Coulter

Routing
Keasey RECEIVED Richards
1 Bond ✓ Glenn
2 Jackmond OCT 2 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

OREGON STATE
HIGHWAY DIVISION
Roseburg, Oregon
October 1, 1975

Stage Construction Striping
Anlauf Int.-Elkhead Rd. Int.
Contract No. 8184

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Reference your letter of Sept. 26, 1975 which was received in my office today.

As discussed in Mr. Shirley's office on Sept. 26, 1975 you will not be required to furnish a paint machine at this late date.

We will continue to use the rental machine, presently being used, for the remainder of this contract.

It is the normal procedure, on Force Account work, that we pay equipment rental and do not pay procurement costs. Rental rates are established by agreement with AGC or are negotiated by our Cost Analyst's.

Sincerely Yours,

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: C. T. Keasey ✓
Alfred Shirley, Jr.
Otis Jordan

NOTED
H.S. COULTER

E-123

15

AREA CODES - VANCOUVER 206, PORTLAND 5

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 26, 1975

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8184-23
8189-22

Needs decision
that 4-10 is
supplier or sub

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 24, 1975. In regards to obtaining a subcontract, wage certificates and payrolls for all work done to date and in the future at 4-10 Logging, Inc.'s, precast yard at Winchester, Oregon, we shall comply. However, the work was given to a supplier. The supplier has a labor agreement with the Laborers' Local 1400 and the labor agreement involved calls for wages that are far less than those set forth by the Davis-Bacon Act. Is the State of Oregon going to pay the extra labor cost in making a change from a supplier to a subcontract?

It is my belief that this is a pertinent question and one that should be answered before we break contractual commitments.

Sincerely,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

RECEIVED
STATE HWY ENGR
OCT 1 '75
REFER TO
FOR
Info Inves R-D D.R. Sign Act File

AREA CODES - VANCOUVER 206, PORTLAND 5

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 26, 1975

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8184-22
8189-21
Unsatisfactory Median Barrier

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 24, 1975, on the above-referenced matter.

Our supplier 4-10 Logging, Inc., has been applying a sealant to the cracks in the median barrier which you refer to. The state inspector at 4-10 has approved the material being used and the work is being done. To further assure that the sealant is being applied, a quantity was delivered to the median barrier setters today to seal the barriers that may have been inadvertently missed.

Cracks are
being taken
care of. —

Very truly yours,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

NOTED
F. B. KLABOE

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

NOTED
H. S. COULTER

September 26, 1975

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: #8184-24
Stage Construction Stripping

10-7-75
– Being resolved
All machine being used –

RECEIVED
STATE HWY ENG
OCT 1 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Dear Sir:

This is to acknowledge and thank you for yours of September 24, 1975, on the above-referenced matter. You and I did discuss our purchase of a painting machine on the project, and we did investigate same. However, the company would not authorize purchase of the painting machine for the amount of work required. We then investigated available rental machines, and it appeared there were none available. We then discussed the matter with Douglas County and made arrangements for their superior stripping machine which I discussed with you, and you thought it would be a saving to everyone concerned if the Douglas County machine were approved. Approval was not received for the Douglas County machine.

After extensive investigation, we found a machine that is presently being used. This same machine has been used on the J. C. Compton Sutherlin to Winchester project on the same basis that we are renting the machine.

However, in compliance with your request, we shall procure a satisfactory painting machine. We do, however, expect compensation for same.

It would appear to me that procurement of a proper painting rig would far exceed the cost of applying the paint from the rented rig as we are now doing; especially in light of the fact that after the second lift of asphalt, the state forces will be applying the stripping as per your request. The real matter to be

RECEIVED
OCT 3 1975
Office of
Assistant State Highway Engineer

resolved is this. Do you want S. D. Spencer & Son to procure a painting machine and, if so, are you, therefore, authorizing the procurement of same and the assurances to us that you will pay for the procurement of same or a rental rate that will justify the procurement of same?

Very truly yours,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

RECEIVED
STATE HWY ENGR
SEP 17 '75
REFER TO
Ed
FOR

Info	Inves	R/D	D/R	Sign	Act	File

AREA CODES - VANCOUVER 206, PORTLAND 5

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 15, 1975

Mr. Vern Shull
Resident Engineer
O.S.H.D.
1243 S.E. Stephens
Roseburg, Oregon 97470

NOTED
E. S. HUNTER

Re: Contract #8184-20

Dear Mr. Shull:

This is to notify you that pursuant to section 104.02 and 109.04, notice is hereby given that a situation exists that entitles us to compensation additional to that which we shall receive at unit prices and price agreements on the above-referenced contract.

The Special Provision Section 401.43 states "When placing of any bituminous mixture is being performed under traffic, work shall be scheduled in a manner such that at the end of each working day the full width of the pavement between the median and the outer edge of the area being paved shall be completed to the same elevation with no longitudinal drop-offs within this width."

It is our interpretation that the entire inside panel could be paved from one end of the job to the other. This would leave no longitudinal drop-off within the width of the median and the edge of the area being paved.

There is credence and prudence to this interpretation if we compare the wording of the same section with the Elkhead Road Interchange--Rice Hill Interchange section. In this contract the bid date was just one week after the referenced contract. The Elkhead-Rice Hill section 401.43 states "When placing of any bituminous mixture is being performed under traffic, work shall be scheduled in a manner such that at the end of each working day the full width of the pavement shall be completed to the same elevation with no longitudinal drop-offs within this width."

NOTED
F. B. KLABO

The Elkhead-Rice Hill Interchange Special Provisions are a detailed description concerning the point namely that the full width be paved. Further, in a later contract, namely the Winchester Interchange--Garden Valley Boulevard project section 401.43 states "When placing of any bituminous mixture is being performed under traffic, work shall be scheduled in a manner such that at the end of each working day the full width of the pavement between the median area and the outer edge of the area to be paved shall be completed to the same elevation with no longitudinal drop-offs within this width."

There is no silence of the specifications or an omission from the detailed description of either the Rice Hill--Elkhead project or the Winchester--Garden Valley project. However, on the Anlauf--Elkhead section the wording is such that prudent men would interpret the area being paved as the panel being paved and, therefore, no pulling of the outside panel would be necessary until the completion of the inside panel.

The General Specifications clearly state that where there is an apparent silence or an apparent omission of a detailed description concerning any point, then the meaning of the specifications is such that they shall be regarded as meaning that only the best general practice is to prevail, and it cannot be argued that the best general practice is to pave an entire width so as to eliminate as many transverse joints as possible.

Also from a practicable standpoint, it has been the area practice until September 8, 1975, to pull an outside panel one day and an inside panel the next day. This practice leaves only a twelve hour period with a longitudinal drop-off.

Another point is safety on this project. There is no median where pavers or supportive equipment can be parked. The median is extremely narrow where the median rail exists. Moving pavers back and forth during the working day causes far more hazard than a longitudinal joint.

Thus, the interpretation that the "area being paved" means the inside panel has more credence and is the intent of the specifications.

Finally there is proof in price agreement #4 that general practice is to prevail in matters of safety and that wording can be modified by price agreement.

Your interpretation materially changes the character of the work and the unit prices of which we bid the work and, therefore, for all the reasons stated above and any that are pertinent to the point but have not been stated, we do notify you of our intention of a claim.

OJ/ks

Sincerely,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

cc: Mr. Norman Kobin
Mr. George Spencer
Mr. Fred Klaboe
Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey

FORM 6-10

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG REGION
RECEIVED
JUN 2[illegible]

Roseburg, Oregon
June 25, 1975

To: Mr. Alfred Shirley Jr.
Region Engineer
Roseburg

SUBJECT: Lane Closures
Anlauf-Elkhead
Contract No. 8184

This morning C. B. Jockmond informed J. X. Wilson that I was allowing non-specification lane closures on the above project.

This is true.

The specifications, section 104.05, says no lane closures will be permitted except for paving and median work.

The plans call for solid rock sliver cuts to be made at three areas. Knowing it was impossible to do the required excavation without lane closures I informed all contractors, who bid this project, that the normal lane closures would be made during this excavation.

I also accompanied J. X. Wilson, Jim Gix and Jack McCormick over the project and requested that the two most difficult cuts be eliminated entirely. A portion of one cut was eliminated. The remaining I changed in in order to provide a narrow bench to commence drilling from.

I just can not understand how the Salem people could work up a job with sliver rock cuts and then specify no lane closures. At this time I can not understand how anyone can look at these cuts and expect me to abide with such ridiculous specifications.

I have shut the contractor down until such time as this matter is resolved.

I see one of two solutions. (1) Eliminate the required excavation entirely. (2) Resume operations closing one lane when prudent safety factors dictate, and closing all four lanes when blasting.

I enclose a copy of a requested letter from Otis Jordan, representing the contractor. I agree entirely with the contents of Mr. Jordan's letter.

Vern Shull
Resident Engineer
Vernon E. Shull

6-26-75

cc: C.T. Keasey }
J.H. Versteeg } Your info – A P.A. has been written to allow necessary lane closures.

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

June 25, 1975

Mr. Vern Shull
Oregon State Highway Department
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Contract #8184-7
Anlauf to Elkhead

Dear Mr. Shull:

This is to acknowledge and thank you for your telephone call of today whereby you request us to stop all work that will interfere with the maintaining of two lanes of traffic. Specifically, you are referring to Section 104.05 of the special provisions. You made this request as a result of a telephone call by J. X. Wilson.

Out of courtesy to you, I have shut down all operations that will interfere with two lanes of traffic. However, this is contrary to the way we bid the project based on information received from the Oregon State Highway Department.

Therefore, we feel we have an inherent legal right to conduct work in a safe manner, namely, closing one lane of traffic during excavation periods and closing both lanes of traffic during hazardous excavation and blasting periods. In fact, this right is inherent in contracts of this nature and also was specifically discussed and tacitly given in this contract.

Out of courtesy to you, we respectfully request that Section 104.05 be amended to enable us to close the traffic lanes as outlined above.

Sincerely,

S. D. SPENCER & SON

Otis Jordan

By Otis Jordan

OJ/ks

Contract # 8184

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 1[illegible], 1975
SALEM, OREGON

FILE:

FROM: L. W. Rulien,
Project Management Engineer

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

SUBJECT: Assessment & Project Category
Anlauf Intchge.-Elkhead Road Intchge.
Pacific Hwy.
Douglas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 6 : J. C. McCormick

APPROVED
ESH
E. S. Hunter
Date 4-22-75

RECEIVED
APR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]

c

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-3(100)155
Anlauf Interchange-Elkhead Road Interchange
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's March 11, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

4-11-75
cc Rulien

cc:
OSHD (G Potter)

NOTED
E. S. HUNTE

RECEIVED
STATE HWY ENGR
APR 10 '75
REFER TO
Hunter
FOR
Info Inves R.D D.R. Sign Act File
✓

RECEIVED
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OTE
L. JOHN

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 3, 1975

A. PROJECT IDENTIFICATION

I-5-3 (-)

Name of Project Anlauf Interchange-Elkhead Road Interchange Section (Section)

Location of Project Pacific Highway (Highway Name) I-5 (Highway No., US - ORE)

(City) Douglas (County) III (Region)

Program Interstate (Funding) $4,500,000 (Estimated Cost) 610-1973 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Safety project to bring the subject section of I-5 up to acceptable freeway standards.

Origin and History:

C. DESCRIPTION OF PROJECT

Length 7.26 miles

Termini South end, Anlauf Interchange through Elkhead Road Interchange

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None

Typical Section Class I (Freeway)

Structures None to be built or modified

Characteristics (ADT) 1974 - 10,000

Other General Information (or Supplemental information to items) The project includes a 4" overlay, with the required 75,000 cubic yards of material to be acquired from one of four sources in the project area. Modifying fallout areas will derive 10,000 cubic yards of material, to be used in modifying fill slopes throughout the project. Guard rails and median barriers will be modified. There will be no change in horizontal and vertical alignment.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N/A

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

This section passes through a spur of the coast range between the Pass Creek and Elk Creek drainages in the North Umpqua River basin. The highway includes an extensive cut section.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

N/A

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None

   Consequences:

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Other ____________________

In accordance with Chapter 1, Title 23 CFR, Part 771, this project is deemed to be a non-major action.

8184

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-5-3(100)155
Anlauf Interchange-Elkhead Road
Salvage Value of Guardrail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Terpin's April 1, 1975 letter, we agree that $0.05 per pound is a satisfactory salvage value to be credited to the Federal-aid project for guardrail and related hardware removed from the roadway and not reinstalled.

G. L. Green

cc:
OSHD (C T Keasey)
OSHD (F E Terpin)

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STATE HWY ENGR
APR 15 '75
REFER TO
[illegible]
FOR
Info Inves. R.D. D.R. Sign.

Orig-

8134 4-14-75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3(100)155

STATE PROJECT NO. ~~Anlauf Interchange~~ Elkhead Rd. Interchange

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-811

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR
APR 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Att

DATE PS&E APPROVED April 9, 1975

DATE AUTHORIZATION EFFECTIVE April 9, 1975

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL LOCATION:
I-5 Elkhead Road Interchange
north 7.3 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Temporary Erosion Control	5,000
On the Job Training	3,200
Construct Metal Median Barrier	500
Correct Wet Area Sta 322	1,000
Permanent Pavement Striping	3,000
Stage Construction Striping	500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's April 7, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
W/att.

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE [illegible]

DATE April 14, 1975

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

[illegible] STOCKS OF FORM PR-1240 (REV. 6-68) [illegible] BE USED

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 9, 1975

FILE: CON 5

FROM: J. X. Wilson
J. X. WILSON
Regional Construction Engineer

TO: Frank Terpin
Final Design Engineer, Salem

SUBJECT: Proposed Sign Plans
Anlauf Int.-Elkhead Rd. Int. Sec.
Pacific Highway
Douglas County

This office has no recommended changes or revisions to the subject plan.

JXW/KDO/dt
Attachment

cc: L. E. George

REFERRED TO
[✓ Beard] JWB
Cole
Reed
Eriksen
Sample
Hager
Watson
Wolfe
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Scott
Swenson
R. Olson
Trout
RECEIVED

AHLAUF INTCHGE.-ELKHEAD RD. INTCHGE SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OPEGON			See Index

PERMANEN SIGNING

SIGN DETAILS

POST DATA

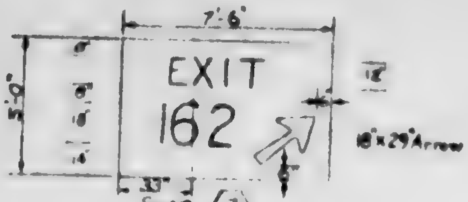
	FOOTING			REMARKS
NGTH 2/	TYPE	LOCATION 1/	MIN. DEPTH	
3'-6"	6/	See S-1	6/	
8'-6"	5/	30'-0"	5/	
9'-6"	5/	36'-0"	5/	
				Mount above sign 10 as detailed on Drwg. S-4
9'-9"	5/	30'-0"	5/	
5'-6"	5/	37'-6"	5/	
				Mount above sign 13 as detailed on Drwg. S-4
3'-6"	6/	See S-1	6/	
3'-6"	6/	See S-1	6/	
4'-3"	5/	30'-0"	5/	
7'-6"	5/	39'-0"	5/	
				Mount above sign 29 as detailed on Drwg. S-4
3'-6"	6/	See S-1	6/	
1'-6"	6/	See S-1	6/	
-3"	5/	30'-0"	5/	
-6"	5/	37'-6"	5/	
				Mount above sign 40 as detailed on Drwg. S-4
				Mount on structure as detailed on Drwg. B-654
				Mount on structure as detailed on Drwg. B-654
'-6"	6/	See S-1	6/	

Sign Sizes

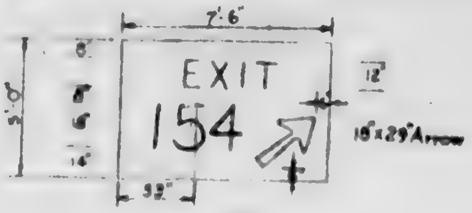
7	7'-6" x 5'-0" (New)
10	10'-0" x 9'-0"
11	10'-0" x 2'-0" (New)
13	12'-6" x 8'-6"
14	10'-0" x 2'-0" (New)
15	10'-0" x 2'-0" (New)
21	7'-6" x 5'-0" (New)
25	7'-6" x 5'-0" (New)
28	10'-0" x 2'-0" (New)
29	16'-0" x 5'-6"
30	10'-0" x 2'-0" (New)
34	7'-6" x 5'-0" (New)
37	7'-6" x 5'-0" (New)
40	12'-6" x 8'-0"
41	10'-0" x 2'-0" (New)
43	8'-6" x 2'-0"
44	8'-6" x 2'-0"
52	7'-6" x 5'-0" (New)

ITEM EXPLANATION

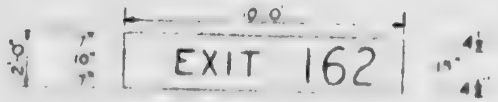
1	Remove existing control sign and wood support
2	Remove existing control sign and wood support.
3	Reinstall existing route shield on new wood support, remove existing wood support.
4	Reinstall existing control sign on new wood support, remove existing wood support.
5	Remove existing route shield and wood support.
6	Remove existing guide sign and wood supports
7	Install new guide sign on new steel support
8	Reinstall existing control sign on new wood support, remove existing wood support.
9	Reinstall existing control sign on new wood support, remove existing wood support.
10	Reinstall existing guide sign on new steel supports, remove existing steel supports.
11	Install new guide sign above Sign 10
12	Reinstall existing control sign on new wood support, remove existing wood support.
13	Reinstall existing guide sign on new steel supports and modify sign, remove existing steel supports.
14	Install new guide sign above Sign 13
15	Install new guide sign above existing guide sign
16	Reinstall existing control sign on new wood support, remove existing wood support.
17	Reinstall existing control sign on new wood support, remove existing wood support.
18	Reinstall existing route shield on new wood support, remove existing wood support.
19	Reinstall existing control sign on new wood support, remove existing wood support.
20	Remove existing guide sign and wood supports
21	Install new guide sign on new steel support
22	Remove existing control sign and wood support
23	Remove existing control sign and wood support
24	Remove existing guide sign and wood supports
25	Install new guide sign on new steel support
26	Reinstall existing control sign on new wood support, remove existing wood support.
27	Reinstall existing route shield on new wood support, remove existing wood support.
28	Install new guide sign above existing guide sign.
29	Reinstall existing guide sign on new steel supports, remove existing steel supports.
30	Install new guide sign above Sign 29
31	Remove existing control sign and wood support
32	Reinstall existing control sign on new wood support, remove existing wood support.
33	Remove existing guide sign and wood supports.
34	Install new guide sign on new steel supports
35	Remove existing route shield and wood support
36	Remove existing guide sign and wood supports
37	Install new guide sign on new steel support.
38	Reinstall existing control sign on new wood support, remove existing wood support.
39	Remove existing control sign and wood support.
40	Reinstall existing guide sign on new steel supports, remove existing steel supports.
41	Install new guide sign above Sign 40
42	Reinstall existing control sign on new wood support, remove existing wood support.
43	Reinstall existing guide sign on structure, remove existing wood supports.
44	Reinstall existing guide sign on structure, remove existing wood supports.
45	Reinstall existing control sign on new wood support, remove existing wood support.
46	Reinstall existing control sign on new wood support, remove existing wood support.
47	Reinstall existing control sign on new wood support, remove existing wood support.
48	Reinstall existing route shield on new wood support, remove existing wood support.
49	Remove existing control sign and wood support.
50	Reinstall existing control sign on new wood support, remove existing wood support.
51	Remove existing guide sign and wood supports.
52	Install new guide sign on new steel support.



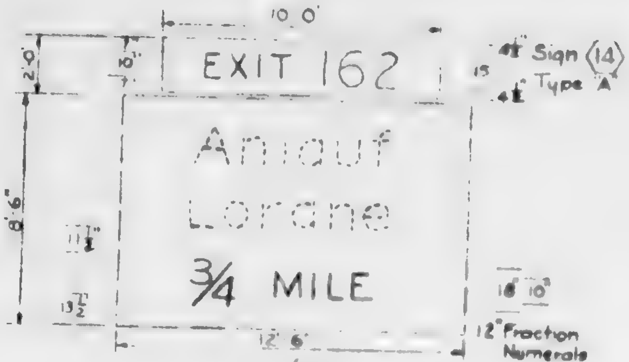
Sign ⟨7⟩
Type "A"



Sign ⟨52⟩
Type "A"

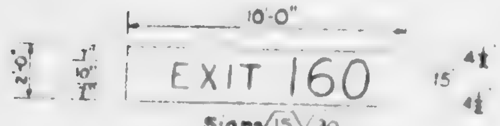


Sign ⟨11⟩
Type "A"

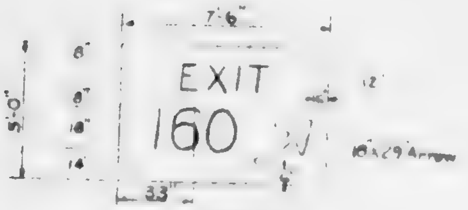


Sign ⟨14⟩
Type "A"

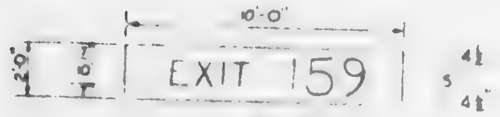
Sign ⟨13⟩
Existing Sign



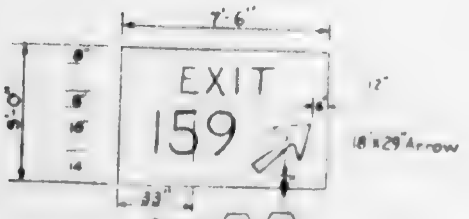
Signs ⟨15⟩ ⟨30⟩
Type "A"



Signs ⟨21⟩ ⟨25⟩
Type "A"



Signs ⟨28⟩ ⟨41⟩
Type "A"



Signs ⟨34⟩ ⟨37⟩
Type "A"

POST DATA

STATION	SIGN NO. 4/	TYPE OF SUPPORT 1/	POST		FOOTING		
			SIZE & TYPE	LENGTH 2/	TYPE	LOCATION 3/	MIN. DEPTH
Gore	7C	B.S.P.	4.50" O.D. 8.64#	13'-6"	6/	See S-1	6/
133+57 Lt.	10L	B.S.P.	W6 8.5#	18'-6"	5/	30'-0"	5/
	10R	B.S.P.	W6 12#	19'-6"	5/	36'-0"	5/
333+57 Lt.	11						
373+60 Lt.	13L	B.S.P.	W6 12#	19'-9"	5/	30'-0"	5/
	13R	B.S.P.	W6 15.5#	25'-6"	5/	37'-6"	5/
370+60 Lt.	14						
Gore	21C	B.S.P.	4.50" O.D. 8.64#	13'-6"	6/	See S-1	6/
Gore	25C	B.S.P.	4.50" O.D. 8.64#	13'-6"	6/	See S-1	6/
437+70 Lt.	29L	B.S.P.	W6 12#	24'-3"	5/	30'-0"	5/
	29R	B.S.P.	W6 15.5#	27'-6"	5/	39'-0"	5/
437+70 Lt.	30						
Gore	34C	B.S.P.	4.50" O.D. 8.64#	13'-6"	6/	See S-1	6/
Gore	37C	B.S.P.	4.50" O.D. 8.64#	13'-6"	6/	See S-1	6/
477+35 Lt.	40L	B.S.P.	W6 15.5#	27'-3"	5/	30'-0"	5/
	40R	B.S.P.	W6 15.5#	29'-6"	5/	37'-6"	5/
477+35 Lt.	41						
Cox Rd. Struc.	43	S.M.					
Cox Rd. Struc.	44	S.M.					
Gore	52C	B.S.P.	4.50" O.D. 8.64#	13'-6"	6/	See S-1	6/

1/ B.S.P. = Breakaway Sign Post; S.M. = Structure Mount
2/ Verify length in field.
3/ Distance from edge of shoulder to centerline of footing.
4/ L, C and R are locations of post as facing the sign face.
5/ See Br. Drwg. No. 29404.
6/ See Br. Drwg. No. 28256.

8184

4-8-75

R

Transaction number 4-53

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-8-75
BY (Signature): L.W.Rulien's April 3, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 811 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
811	I-5-3(100)155	7.3	2,900,000	2,675,000	Location: Anlauf Interchange-Elkhead Road Interchange Section, Douglas County State of Oregon Work: Grade, Drain, High type pavement and signing.

RECEIVED
STATE HWY [illegible]
APR 10 '75
REFER TO [illegible]

REMARKS (Division)

RECEIVED
APR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-14-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-8-75	CR Burghardt G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8184

R

PRO 6-2

Robert W. Straub
XXXXXXXXXX

April 3, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(100)155

We are submitting program data for one Interstate project, Item No. 811, Project No. I-5-3(100)155, "Anlauf Interchange-Elkhead Road Interchange Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our intention to receive bids for this project on May 1, 1975.

Att.

CL:ljt

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

April 3, 1975

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, Elkhead Road Intchge., N. 7.3 mi. 21 68	**ADT**	PRESENT 10,000	FUTURE 17,000 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave. & Sign. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-3 (10 7

CARD

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA
17-31 ---

COUNTY NAME: Douglas

CODE: 019 (14)

ROUTE NO. I

FEDERAL-AID: I-5 (32)

STATE: 1 (36) (37)

U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-5, Elkhead Road Intchge., N. 7.3 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Anlauf Intchge.- Elkhead Rd. Intchge. Section"	7.3	2,900,000	2,675,000	225,000	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	7.3	2,900,000	2,675,000	225,000	
1	14	PROGRAM APPROVAL DATES							(19) (23)	(24) (28)		

REMARKS Additional Data: See Items
and 386.
Project Nos. I-5-3(11),(45)
respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

April 3, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Elkhead Road Intchge., N. 7.3 mi.		10,000	17,000	95	10	Oregon	41	042	811

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
.T. Pave. & Sign.								I-	5-3	(100)	155	

FUNDS

te

EA

COUNTY NAME	CODE	PROGRAM STAGE
Douglas	019	☐ 1 OR ☒ XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Elkhead Road Intchge., N. 7.3 mi.						Gr., Dr. & overlay w/ AC pave. 4-12' lanes w/ 10'R & 6'L Shldrs. 8.4' min. median. Safety revision of roadway slopes, signs guardrail, median barrier, minor drainage strs. & other appurtenances
ROW								
CONST (CODE) (Safety) 6201		"Anlauf Intchge.- Elkhead Rd. Intchge. Section"	7.3	2,900,000	2,675,000	225,000		R/W - 180' min.; Access control -Full; Parking Restrictions- Complete.
PROJECT TOTALS			7.3	2,900,000	2,675,000	225,000		

D BY

APPROVAL DATES

REMARKS Additional Data: See Items I-118, 274, 293 and 386.
Project Nos. I-5-3(11),(45),(49) & (66), respectively.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Anlauf Interchange-Elkhead Road Interchange Section
Project No. I-5-3(100)155

REMARKS: Continued

PROJECT DATA: The work consists of (1) grade, drain and overlay with asphalt concrete pavement of the existing facility consisting of four 12-foot lanes, with 10-foot right shoulders and 8.4 foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 REQUIREMENTS: Exempt from State and District 6 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and May 28, 1970 respectively.

FHPM 7-7-2 REQUIREMENTS: Non-major action project environmental assessment submitted under separate action.

PUBLIC HEARINGS: None required under the provisions of FHPM 7-7-5 para. 6c.

LOCATION/DESIGN: Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S.& E. stage and the number stipulated in the P.S.& E documents.

(2) The project qualifies as a "Safety Improvement Project", under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in congressional District No. 4.

DATA FOR PR-37:

a.	Roadway - - -	Est. Cost	$1,700,000
b.	Safety Revisions - -	" "	1,200,000
		Total Est. Cost	$2,900,000

FORM E-30

[redacted]

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 7, 1975

TO J. H. Versteeg
Road Design Engineer

FROM John R Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT File 35391
Anlauf-Elkhead R. Section
Big Baldy Quarry
Douglas County

I am transmitting a copy of a letter we received from Mr. J. E. Hart of the Bureau of Land Management in Eugene in regard to our application for this Quarry.

Please provide the information Mr. Hart is requesting.

JRO:ha

cc **Alfred W. Bates**
G. L. Green

1 ✓

2 T

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
District Office
P. O. Box 10226
Eugene, Oregon 97401

IN REPLY REFER TO
F:REB

APR 4 1975

Right-of-Way Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Attention John R. Oakes, Asst. Right-of-Way Engineer

Reference: File 35391, Anlauf-Elkhead R. Sec., Big Baldy Quarry, Douglas County

Gentlemen:

We have received right-of-way application OR 14183 for a materials site under the authority of the Act of August 27, 1958 (72 Stat 885-916; 23 U S C Sec. 317.) The site is identified as the Big Baldy Quarry in Township 23 South, Range 4 West, W.M. Section 1: S½SW¼NW¼; W½SW¼SE¼NW¼; NW¼SW¼; W½W½NE¼SW¼. You have asked for immediate consideration of this application in order to qualify for receipt of certain Federal funds.

We will need the following information to complete the Technical Examination and the Environmental Analysis Record for the subject case:

1. The approximate volume of rock material to be mined from the right-of-way tract immediately, and within the foreseeable future.

2. A proposed general mining plan and proposed general reclamation plan. Such plans should show the general extent and nature of the proposed mining operation and be technically feasible as applied to the specific conditions found on the site under consideration. These plans should be of sufficient detail to justify the need for a grant of all of the 75 acres under application.

3. A description of any feasible alternative sources of supply of comparable rock (comparable in utility) and an analysis of the environmental as well as the social-economic impacts that would be incurred if alternative sources were utilized.

I5

In the event the subject materials site right-of-way is granted the Bureau of Land Management will require that prior to commencement of mining operations the State Highway Division will secure Bureau approval of a detailed mining plan and a detailed reclamation plan.

Should you have any questions regarding the information requested or the general conditions of a right-of-way grant you may contact the Eugene District Realty Specialist, Mr. Ron Bramble at this office phone 687-6656.

Sincerely yours,

James E. Hart

District Manager
Acting

cc: State Director, 943.1
Alfred W. Bates, Resident Engineer, Oregon State Highway Division
G. L. Green, Division Engineer, Federal Highway Administration

I-5

Salem, Oregon
April 4, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

J. X. Wilson
Region 3 Construction Engineer

Anlauf Interchange-Elkhead
Road Interchange Section
Pacific Highway
Douglas County

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 9 - 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

Resident Engineer, Vernon Shull, called W. E. Cole 4/4/75 and requested the following revision and/or additions to the subject project.

Sheet 2 - Fallout Section. Add 200' to length.

Sheet 2A - Cut Bench Section. Add 250' to length.

Sheet 4 - Add paved ditch 390 to 399 Lt.

Sheet 5 - Item 4. Add 100' Type 2A Guard Rail.

Sheet 5 - Item 6. Change paved end slope Rt. to G-2MA inlet.
Item 7. Change paved end slope Rt. to G-2MA inlet.
Item 10. Change paved end slope Rt. to G-2MA inlet.
Item 11. Change paved end slope Rt. to G-2MA inlet.

Sheet 7 - Item 4. Change paved end slope to G-2MA inlet.
Item 5. Change paved end slope to G-2MA inlet.
Item 9. Change paved end slope to G-2MA inlet.

Sheet 7 - Item 7. Adjust inlet in median.
Item 8. Adjust inlet in median.

Sheet 8 - Item 1. Adjust inlet in median.
Item 2. Adjust inlet in median.

Sheet 8 - Adjust in median inlets at Sta. 529-532 and 538.

Sheet 8 - Add new guard rail at Sta. 733 to Sta. 735 Lt.

Sheet 8 - Item 4. Eliminate extension Rt.

Sheet 8 - Item 5. Adjust inlet in median.
Station 558. Adjust inlet in median.
Item 6. Adjust inlet in median and eliminate extension Rt.
Station 561 Lt. Install G-2MA inlet between freeway and county road. Salvage and reinstall 500' type 2 fence.

194

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BERT W. STRAUB
~~XXXX XXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

Gentlemen:

Re: Anlauf Int.-Elkhead Road Sec.
Pacific Highway
Douglas County

In my letter of April 1, 1975, regarding this subject an error was inadvertently made in the first paragraph. Instead of 44,822 linear feet of rail members it should read 79,452 linear feet. Please change this accordingly.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin

Frank E. Terpin
Final Design Engineer

WEC:jh
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
W. E. Cole
Alfred Shirley

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Sheet 9	-	Eliminate Items 2 and 3. Adjust median inlets at Sta. 572-580 and 587.
Sheet 10	-	Adjust median inlets at Sta. 615, 623+50, 628+80, 640, 645, 650+50, 657+25 and 661+00. Salvage and reinstall Type 2 fence at Sta. 630 to Sta. 640. Add 150' of guard rail at Sta. 649+50 to 651+00.
Sheet 11	-	Adjust median inlet at Sta. 669+00.

Due to the time element in scheduling we are sorry that the plans cannot be revised. Vernon Shull's revisions and additions will have to be taken care of after this project is under contract.

WEC:jh
cc: Vernon Shull
W. E. Cole

8184

e

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 1, 1975

RECEIVED
APR 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

Re: Anlauf Int.-Elkhead Road Sec.
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Dear Mr. Green:

There will be an excess of 44,822 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all median and guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the Drain maintenance yard at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members being placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the Drain maintenance yard as directed.

Wood posts not reinstalled on the project shall become the property of the contractor at the point of removal.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.
2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.0325 per pound.

Initially the project will be credited for 629,426 pounds at $0.05 = $31,471. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

JHV.

J. H. Versteeg
Road Design Engineer
by. Frank E.

WEC:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. G. Swenson
W. E. Cole
Alfred Shirley

1184

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 26, 1975

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT File 48516 - Neuner
Mt. Baldy Quarry
Anlauf-Rice Hill Section
Pacific Highway
Douglas County

Please authorize the use of State funds in the amount of $10,000 to purchase a permanent easement for a haul road through the above property.

This haul road serves a large material site we are trying to acquire from the Bureau of Land Management. It will be needed for the Anlauf-Elkhead Road Section and for the Drain-Anlauf Section. Consequently the acquisition is urgent.

copy

JRO:ha
cc M. R. Mitchell
Bob Poggione
Virgil Wilson

[illegible]

RECEIVED
OFFICE OF
ASSISTANT STATE [illegible] ENGINEER

MAR 26 1975

3-28-75

3-31-75
ORIGINAL TO
L. W. Rulien

3/[illegible]/

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 17, 1975

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Anlauf-Elkhead Road Section
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

The following information was received in a telephone conversation with J. X. Wilson March 14, 1975.

Southbound

The southbound cut Sta. 338 to 340 should not be disturbed. From Sta. 340 to 343 remove cut using 1/2:1 slope. The cut from Sta. 356 to Sta. 364 shall have 1/2:1 slopes with a 2:1 slope at the top 10 foot to 15 foot deep to remove overburden. Both of these cuts should swell approximately 8 percent.

Northbound

The northbound cut Sta. 616 to Sta. 623 will be removed using 3/4:1 slopes and 20 foot benches. This cut will swell approximately 4 percent. If a shortage develops during construction J. X. Wilson requests that the special provisions state that material is available between Sta. 357+50 to Sta. 362+50 and Sta. 483+50 to Sta. 487+00.

Due to the different classification of the northbound and southbound cuts we plan to use a 6 percent swell factor for the entire project.

WEC:we
cc: J. X. Wilson
Doug Greene
C. G. Swenson

J
T

[illegible] directly to these Terpin.
J.X.W.

I5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 10, 1975

FILE:

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: Alfred Shirley Jr.
Region III Engineer

SUBJECT: Cross-sections
Anlauf-Elkhead Road Section
Pacific Highway
Douglas County

The above-named safety project section is currently scheduled for bid opening on May 22, 1975.

In order to complete the signing portion of this project we would appreciate cross-sections at the locations indicated. The existing station is shown first in parentheses and the new location shown next.

(333+72 Lt.)	333+57 Lt.	Anlauf, Lorane with arrow
(370+75 Lt.)	370+60 Lt.	Anlauf, Lorane Exit 3/4 Mile
(437+85 Lt.)	437+70 Lt.	Salt Springs Right Lane
(477+50 Lt.)	477+35 Lt.	Elk Cr. Cox Rd. Right Lane

We would appreciate these cross-sections be taken from the fog line out to 60 feet where there is no guard rail and out to 30 feet where there is guard rail.

Versteeg
A. Olson
T Terpin T
Scott
Swenson
E. Olson
Trout

RECEIVED
1
ROAD
DESIGN
SECTION

REFERRED TO
[illegible] FE
Cole
Erikson
Hager
[illegible] Discuss
BY FINAL DESIGN ENGINEER

WGB:we
cc: C. T. Keasey
W. G. Beard

T

3-12-75

CC: Doug Greene – / Would you please secure these
Frank Terpin ✓ / x-sections & send directly to Terpin.

F.X.W.

5 1 : 1

FORM 81-734-3030

15

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 4, 1975

W.E.C.

FROM: W. E. Cole
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: **Anlauf-Elkhead Road Section**
Pacific Highway
Douglas County

Region Construction Engineer, J. X. Wilson, informed me by telephone (2/24/75) that all aggregate and A.C. materials will come from commercial sources for this project.

On February 26, 1975, Doug Greene, Resident Engineer, was sent a set of plans (spot safety). He will review the work done on this project by field inspection and return a marked up set of plans showing any modifications of original plans.

WEC:jh
cc: J. X. Wilson
Doug Greene

Col. 16
7-3-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(-)
Anlauf-Elkhead Road Section
Pacific Highway
Pavement Overlay

DATE: February 28, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve a 3-inch AC overlay with leveling and a 1-inch open graded plant mix seal based on information submitted with Mr. Wolfe's letter of February 28, 1975.

G.K. Hossner
for G. L. Green

3-3-75
cc. Wolfe
[illegible]

MAR 3 '75
REFER TO
[illegible]

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 28, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

Dear Mr. Green:

Re: Anlauf-Elkhead Road Section
Pacific Highway (FAR 3)
Douglas County

An evaluation of the overlay requirements on the subject section has been completed. Three overlay procedures--underdesign, deflection, and the "Williams Method"--were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the three-inch asphaltic concrete overlay with leveling, plus a one-inch open graded plant mix seal.

Very truly yours,

Victor D Wolfe
Victor D. Wolfe
Location Engineer

Att.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Anlauf - Elkhead Road
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1973

Res. Engr.
Approx. Length 7.27± miles
Sta. 309+07± to Sta. 693+00±
Date February 21, 1975

Mean Truck A.D.T. 1657
Traffic Coefficient 10.5 (1973-1983)
18 kip s. a. per day 850.4

Annual Precipitation 33"±
Frost Penetration - - - -
CBE Total Requirement 34.5"

(1)
Typical Soil

24	LL
6	PI
100	%P 10
65	%P 200
0	% Gravel
5	% C Sand
30	% F Sand
35	% Silt
30	% Clay
7	R Value
A-4	AASHO Classif.

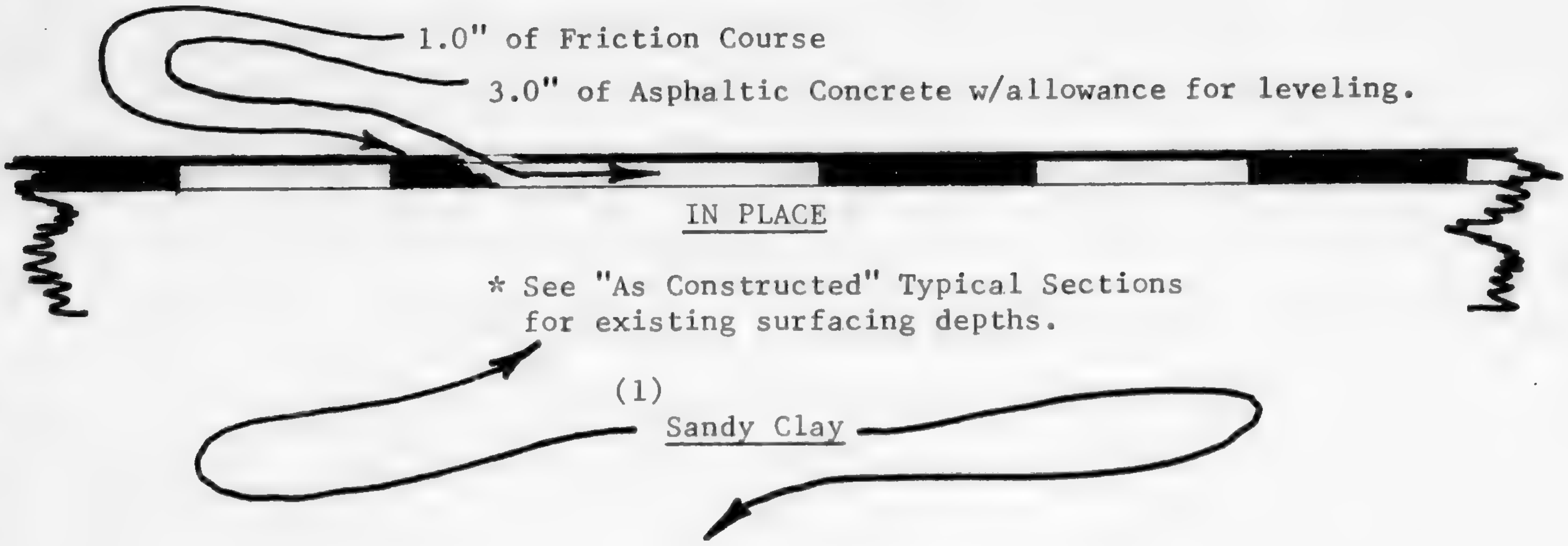
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
	1.0	F.C.
	3.0	A.C.
	* IN PLACE - As Constructed	

STRUCTURAL SECTION

OVER EXISTING ROADWAY (Where Utilized)



* See "As Constructed" Typical Sections for existing surfacing depths.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Anlauf - Elkhead Road

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	FC	*A.C. Wearing Surface*	A.C. *Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
"NEW WORK" MAINLINE	1.0"	2.0"	15.0"	---	34.5"	18.0"
9.0 - 10.0		2.0"	12.0"	4.0"	31.5"	18.0"
8.0 - 9.0		2.0"	10.0"	4.0"	28.0"	16.0"
7.0 - 8.0		2.0"	8.0"	5.0"	24.5"	15.0"
6.0 - 7.0		2.0"	2.0"	13.0"	21.5"	17.0"
4.8 - 6.0		2.0"	---	14.0"	18.0"	16.0"
Cars Only		2.0"	---	9.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

SECTION: Anlauf - Elkhead Road

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	FC	A.C. Wearing Surface	A.C. Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
"NEW WORK" MAINLINE	1.0"	2.0"	15.0"	---	34.5"	18.0"
9.0 - 10.0		2.0"	12.0"	4.0"	31.5"	18.0"
8.0 - 9.0		2.0"	10.0"	4.0"	28.0"	16.0"
7.0 - 8.0		2.0"	8.0"	5.0"	24.5"	15.0"
6.0 - 7.0		2.0"	2.0"	13.0"	21.5"	17.0"
4.8 - 6.0		2.0"	---	14.0"	18.0"	16.0"
Cars Only		2.0"	---	9.0"	13.0"	11.0"

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1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1975

SUBJECT: Overlay Design Recommendations
Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

To: Victor D. Wolfe
Location Engineer

Following is a report on the evaluation of the pavement structural section from Station 309+07± to Station 693+00± of the subject project. Grading and paving was completed under three contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Contract #6247 (1964-65)

Asphalt Concrete	CBE = 2.0"
Plant Mixed Bituminous Base	CBE = 1.7"
Aggregate Base	CBE = 0.8"

Contract #4019 (1954-55)

Asphalt Concrete	CBE = 1.3"
Aggregate Base	CBE = 0.8"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1975) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections, A-1 through A-1-d; Laboratory Letters and Reports, A-2 through A-2-q; and Traffic Analysis sheets, A-3 and A-3-a.

NB Station 309+07± to Station 529+00±
NB Station 581+00± to Station 656+00±
NB Station 681+00± to Station 685+50±
SB Station 393+42± to Station 463+50±
SB Station 681+00± to Station 685+50±

Design R value	7
Traffic Coefficient	11.3 (1963-1983)
CBE Requirement	37.5"
Constructed CBE	26.0"
Total underdesign	11.5"
Asphaltic Concrete Overlay Required	5.75" or 6.0"

SB Station 309+07± to Station 393+42±
SB Station 463+50± to Station 678+00±

Design R value	7
Traffic Coefficient	11.3 (1963-1983)
CBE Requirement	37.5"
Constructed CBE	26.5"
Total underdesign	11.0"
Asphaltic Concrete Overlay Required	5.5"

NB Station 529+00± to Station 581+00±
NB Station 656+00± to Station 681+00±
SB Station 678+00± to Station 681+00±

Design R value	7
Traffic Coefficient	11.3 (1963-1983)
CBE Requirement	37.5"
Constructed CBE	22.0"
Total underdesign	15.5"
Asphaltic Concrete Overlay Required	7.75" or 8.0"

NB Station 685+50± to Station 693+00±
SB Station 685+50± to Station 693+00±

Design R value	7
Traffic Coefficient	11.3 (1963-1983)
CBE Requirement	37.5"
Constructed CBE	23.0"
Total underdesign	14.5"
Asphaltic Concrete Overlay Required	7.25" or 7.5"

Deflection Method

Deflection measurements were made on this section in September, 1973. The overlay thickness required by deflection measurements is shown below, and a summary of the tests is attached, A-4 through A-4-e.

Station 309+07± to Station 693+00±

Average Deflection	= 0.016
Evaluated (80%) O.W.T.	= 0.020
1973-1983 Traffic Coefficient	= 10.5
Eleven Year E.W.L. (Remainder of design period)	= 41,980,950
Tolerable Deflection	= 0.010
Percent Reduction Required	= 50.0
Crushed Base Equivalent Required	= 7.0"
Asphaltic Concrete Overlay Required	= 3.5"

Condition Survey Method

No condition survey was made on this section, so analysis by this method was omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

Station 309+07± to Station 693+00±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1965 - Year opened to traffic
1970 - Year pavement reached Pt = 2.5 (Obtained through John Sheldrake from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 3.1 (Based on R = 7)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and 18 kip Traffic Analysis Sheets.

1965 - 1970 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 637.4
Total 18 kip Loads (1965-1970) = 1,163,255

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 4.00

1965 - 1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 889.7
Total 18 kip Loads (1965-1983) = 5,845,158

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 4.75

SN Required = 4.75
SN Supplied (Opening to 1970) = 4.00
SN To be added = 0.75

CBE Required = 0.75/0.14 = 5.36"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 5.36" = 2.68" say 2.5"

Recommendations

The data presented above indicates that a minimum of three inches of asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place three inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch friction course.

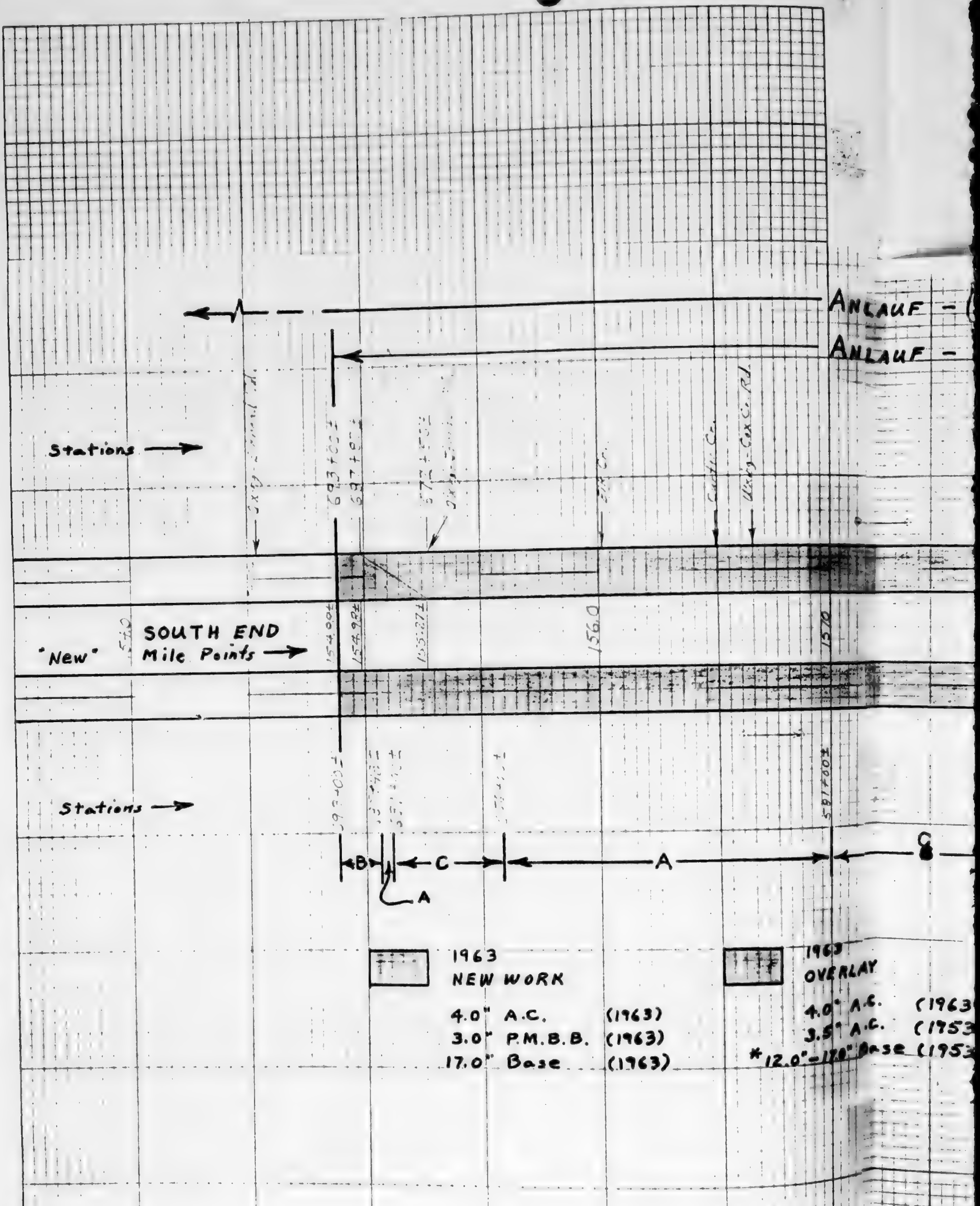
C. J. Gregg
Base Design Engineer

CJG:af

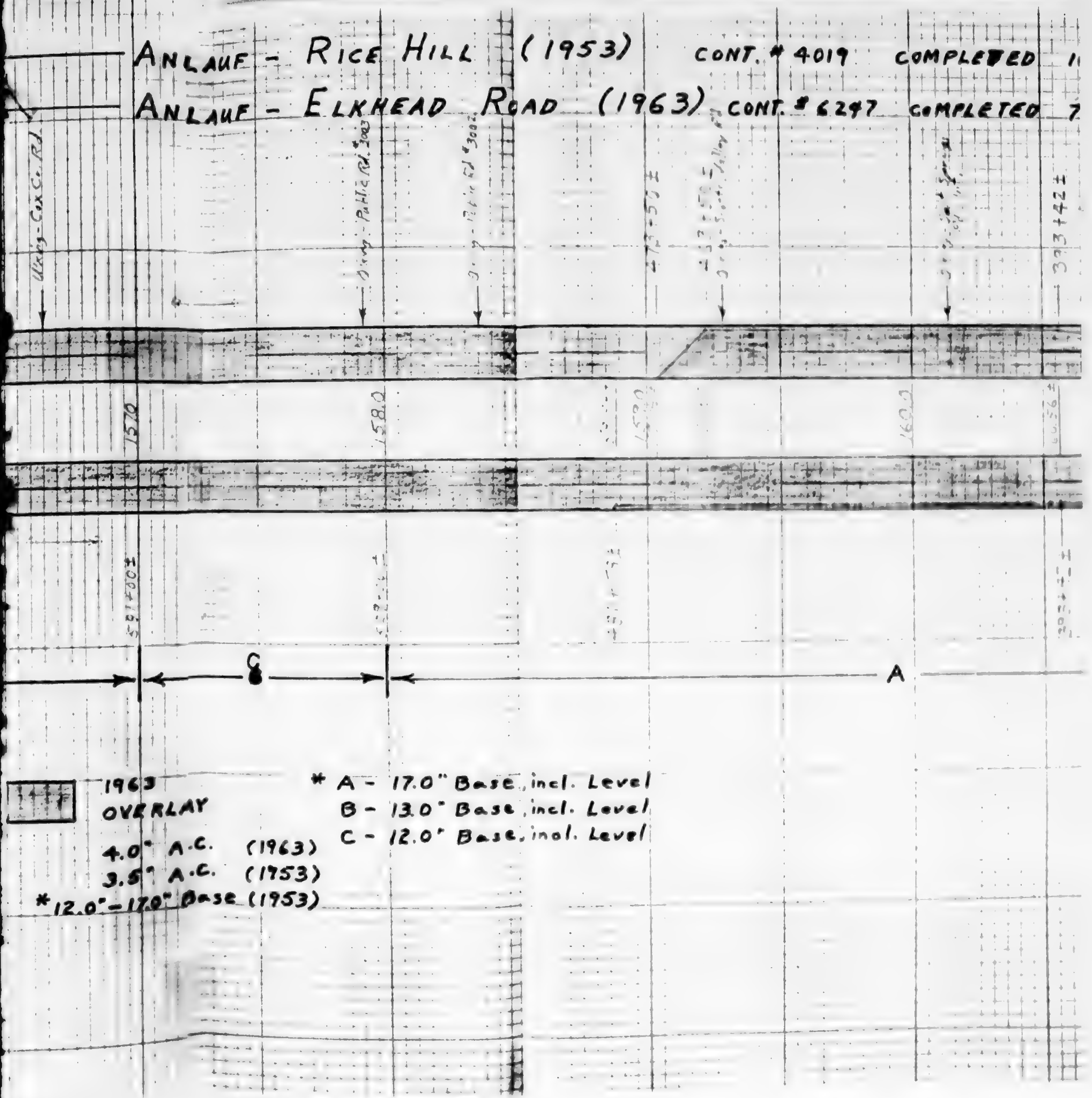
Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, A-1-b, A-1-c, and A-1-d
Laboratory Letters	A-2 and A-2-a
Laboratory Reports (Core Tests)	A-2-b, A-2-c, A-2-d, and A-2-e
Laboratory Reports (Aggregate)	A-2-f, A-2-g, A-2-h, A-2-i, A-2-j, A-2-k, A-2-l, A-2-m, and A-2-n
Laboratory Reports (Mix Design)	A-2-o, A-2-p, and A-2-q
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4, A-4-a, A-4-b, A-4-c, A-4-d, and A-4-e
Traffic Analysis for "Williams Method"	A-5, A-5-a, and A-5-b



"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.



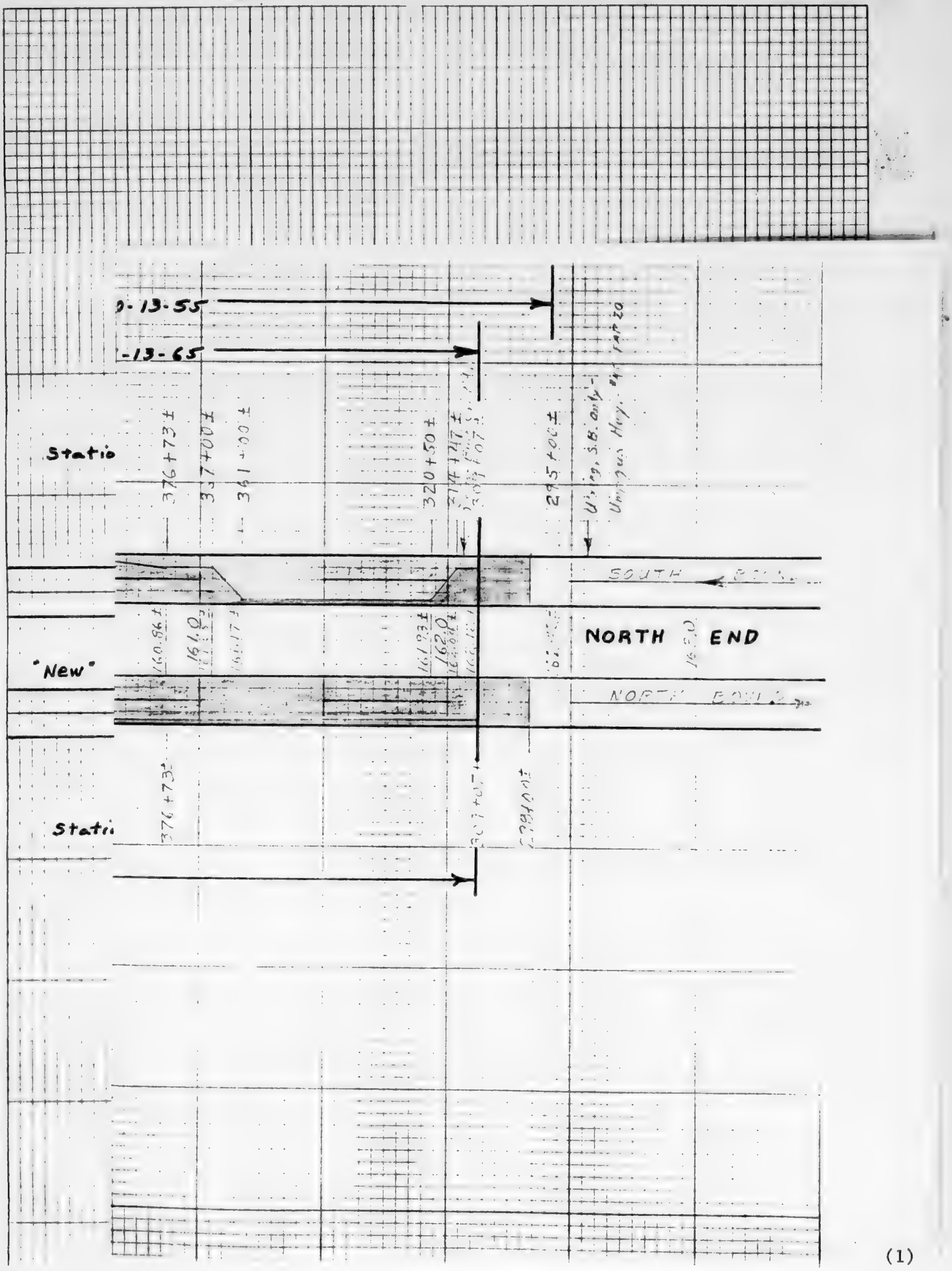
ANLAUF - RICE HILL (1953) CONT. # 4019 COMPLETED

ANLAUF - ELKHEAD ROAD (1963) CONT. # 6247 COMPLETED

▨ 1963 OVERLAY

4.0" A.C. (1963)
3.5" A.C. (1953)
*12.0"-17.0" Base (1953)

* A - 17.0" Base, incl. Level
B - 13.0" Base, incl. Level
C - 12.0" Base, incl. Level



"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

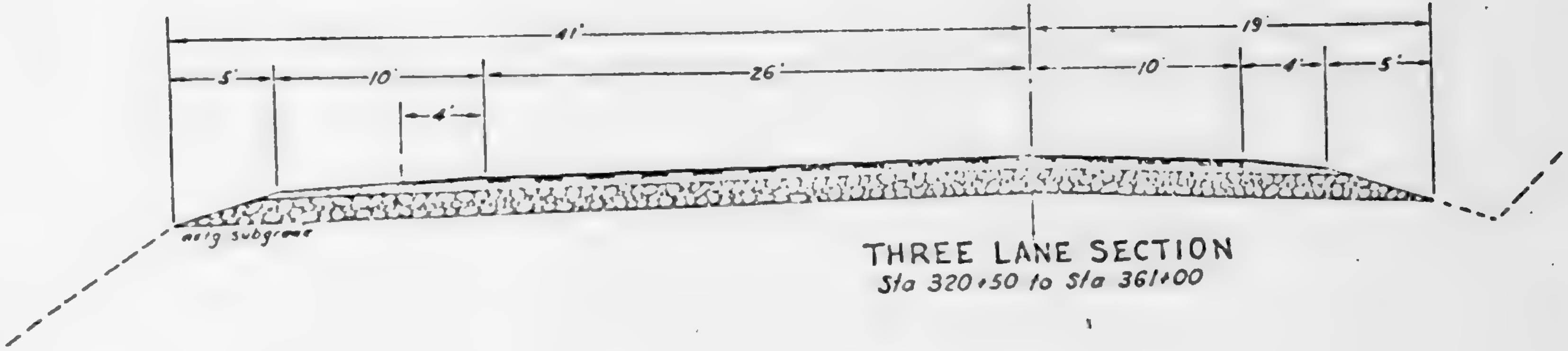
ANLAUF - RICE HILL UNIT
DIVIDE - RICE HILL SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	351-159(9)		2A	See Index

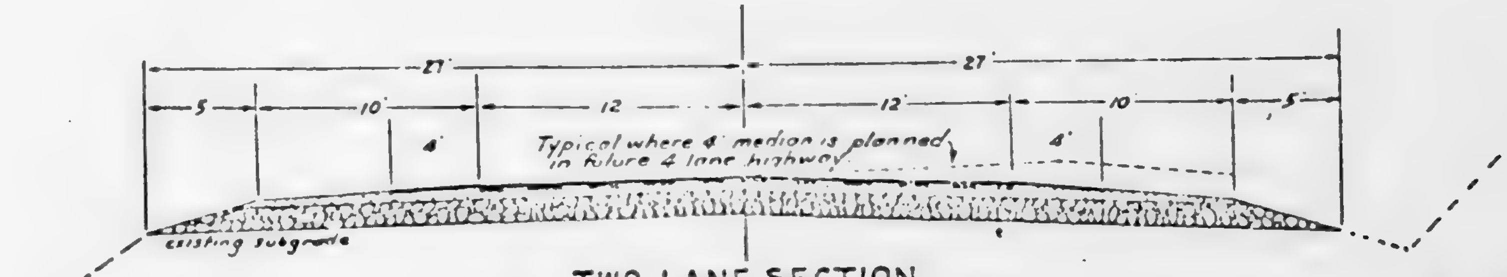
BOTTOM COURSE Base			
Sta	Sta	Comp Thickn*	Slopes
295	529	15"	
529	591	10"	
581	656	15"	
656	681	10½"	
681	685+28	15"	
685+28	905	11"	
905	922	10"	
922	1050+274	[illegible]	
Yoncalla Interchange		19"	

* Note: Comp Thickn subject to increase or decrease as directed by the engineer.

TRANSITIONS		
Sta	to Sta	Remarks
314+47	320+50	4 Lane to 3 Lane
361+00	367+00	3 Lane to 4 Lane
463+50	473+50	4 Lane to 2 Lane
500+00	503+50	2 lane 4' Ful Med to 2 lane 20' Ful Med
672+50	682+55	2 Lanes to 4 Lanes
713+54	727+92	4 Lanes to 2 Lanes
914+81	930+93	2 Lanes to 4 Lanes
951+45	965+65	4 Lanes to 2 Lanes
1016+68	1023+60	2 Lanes to 4 Lanes
1037+62	1050+274	4 Lanes to 2 Lanes ext hwy



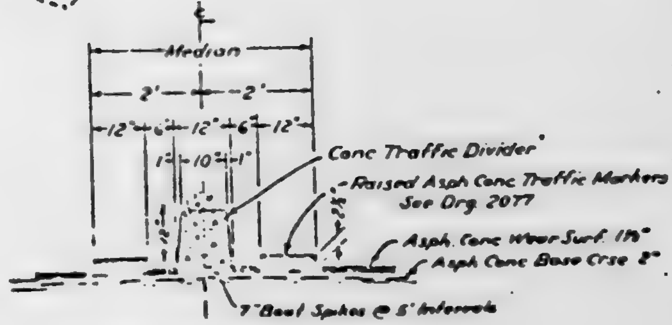
THREE LANE SECTION
Sta 320+50 to Sta 361+00



TWO LANE SECTION

L^s Sta 295+00	to	Sta. 311+15 = 310+29.9	} Divided 4 Lane Hwy
L^n Sta 293+00	to	Sta 307+87 = 310+29.9	}
Sta. 473+50	to	Sta 500+00	Future 4' Median
Sta 503+50	to	Sta 672+50	Future 20 Median
Sta 727+92	to	Sta. 914+81	" " "
Sta. 965+65	to	Sta. 1016+68	" " "

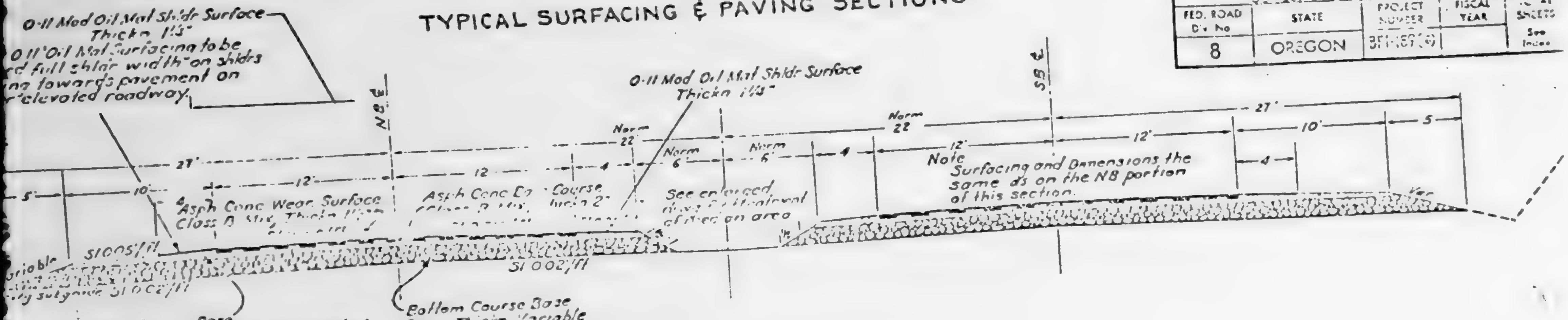
Note:
Where details of Surfacing courses are not shown they are the same as shown on section above, or in table of bottom course base.


℄
Median
2'
2'
12"
6"
12"
6"
12"
1"
10"
1"
Conc Traffic Divider
Raised Asph Conc Traffic Markers See Drg. 2077
Asph. Conc Wear Surf. 1½"
Asph Conc Base Crse 2"
7" Boat Spikes @ 5' Intervals

NARROW MEDIAN DETAILS

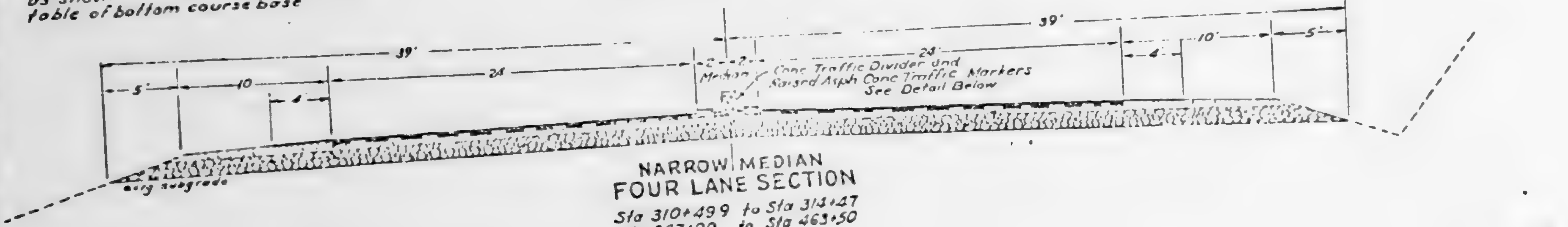
ANLAUF - RICE HILL UNIT DIVIDE - RICE HILL SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No 2A
FED. ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		See Index

TYPICAL SURFACING & PAVING SECTIONS


0-11 Mod Oil Mat Shldr Surface Thickn 1½"
0-11 Oil Mat Surfacing to be full shldr width on shldrs towards pavement on elevated roadway
NB ℄
SB ℄
27'
12'
12
10
5'
4
Norm 22
Norm 6
Norm 22
Asph Conc Wear Surface Class B Mix, Thickn 1½"
Asph Conc Course Thickn 2"
0-11 Mod Oil Mat Shldr Surface Thickn 1½"
See enlarged detail of median area
Note Surfacing and Dimensions the same as on the NB portion of this section.
S1 005'/ft
S1 002'/ft
Variable
Comp Thickn
Top Course Base Under Pave 1½" (incl B.I. Binder) Shoulder Area Max 4½"
Bottom Course Base Comp Thickn Variable See table of thickn.

WIDE MEDIAN
FOUR LANE SECTION
Sta. 682+84 to Sta 713+54
Sta 930+93 to Sta 951+45
Sta.1029+60 to Sta 1037+62

Note:
Where details of Surfacing courses are not shown they are the same as shown on section above, or in table of bottom course base


39'
24
10
5'
4
2
Median
Conc Traffic Divider and Raised Asph Conc Traffic Markers See Detail Below
Orig subgrade

NARROW MEDIAN
FOUR LANE SECTION
Sta 310+499 to Sta 314+47
Sta.367+00 to Sta 463+50

TRANSITIONS		
Sta to	Sta	Remarks
314+47	320+50	4 Lane to 3 Lane
361+00	367+00	3 Lane to 4 Lane
463+50	473+50	4 Lane to 2 Lane
500+00	503+50	2 Lane & Ful Med to 2 Lane 20' Ful Med
672+50	682+85	2 Lanes to 4 Lanes
713+54	727+02	4 Lanes to 2 Lanes
914+81	930+93	2 Lanes to 4 Lanes
951+45	965+55	4 Lanes to 2 Lanes
1016+68	1029+60	2 Lanes to 4 Lanes
1037+62	1050+274	4 Lanes to 2 Lanes ext hwy

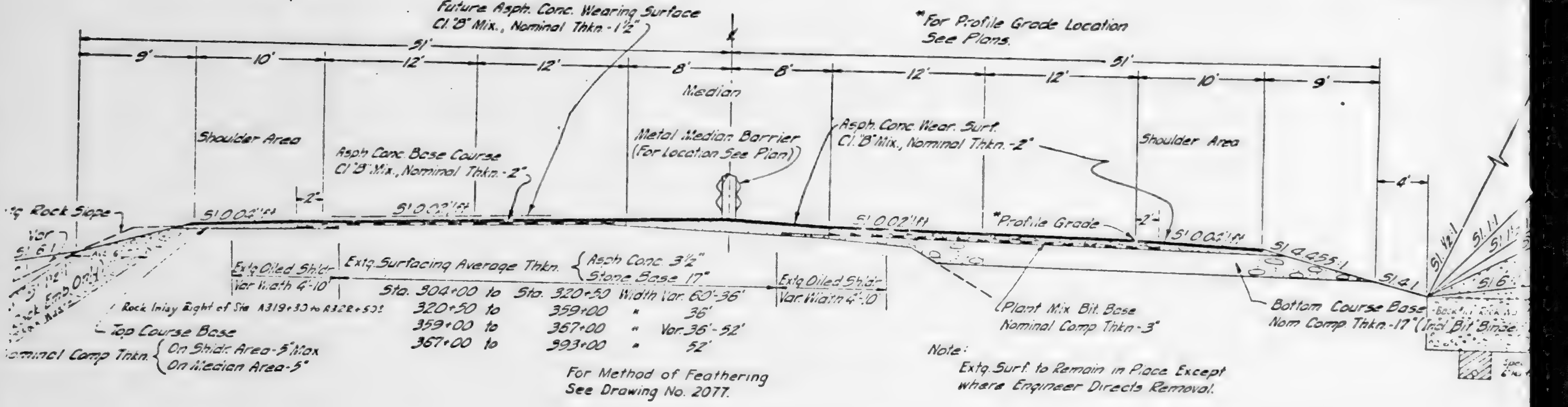
BOTTOM COURSE BASE			
Sta	Sta	Comp Thickn*	Slope
525	529	15½"	
529	581	10½"	
581	656	15½"	
656	681	10½"	
681	685+28	15½"	
685+28	905	11½"	
905	922	10½"	
922	1050+274	19"	
Yoncalla Interchange		19"	

* Note: Comp Thickn subject to increase or decrease as directed by the engineer.

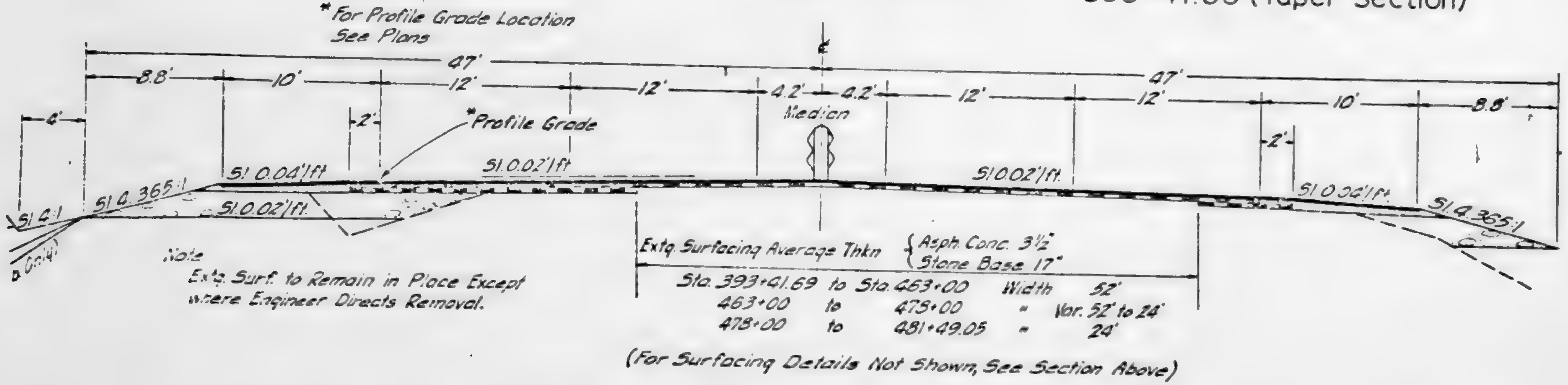
TYPICAL SECTIONS

ANLAUF-ELKHEAD ROAD SECTION PACIFIC HIGHWAY DOUGLAS COUNTY			
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-5-3(33)155	

REVISED AS CONSTRUCTED
CONTRACT 62



STA. 304+00 to STA. 309+06.81 (Temp. Conn.)
309+06.81 to 376+73.06
376+73.06 to 393+41.69 (Taper Section)

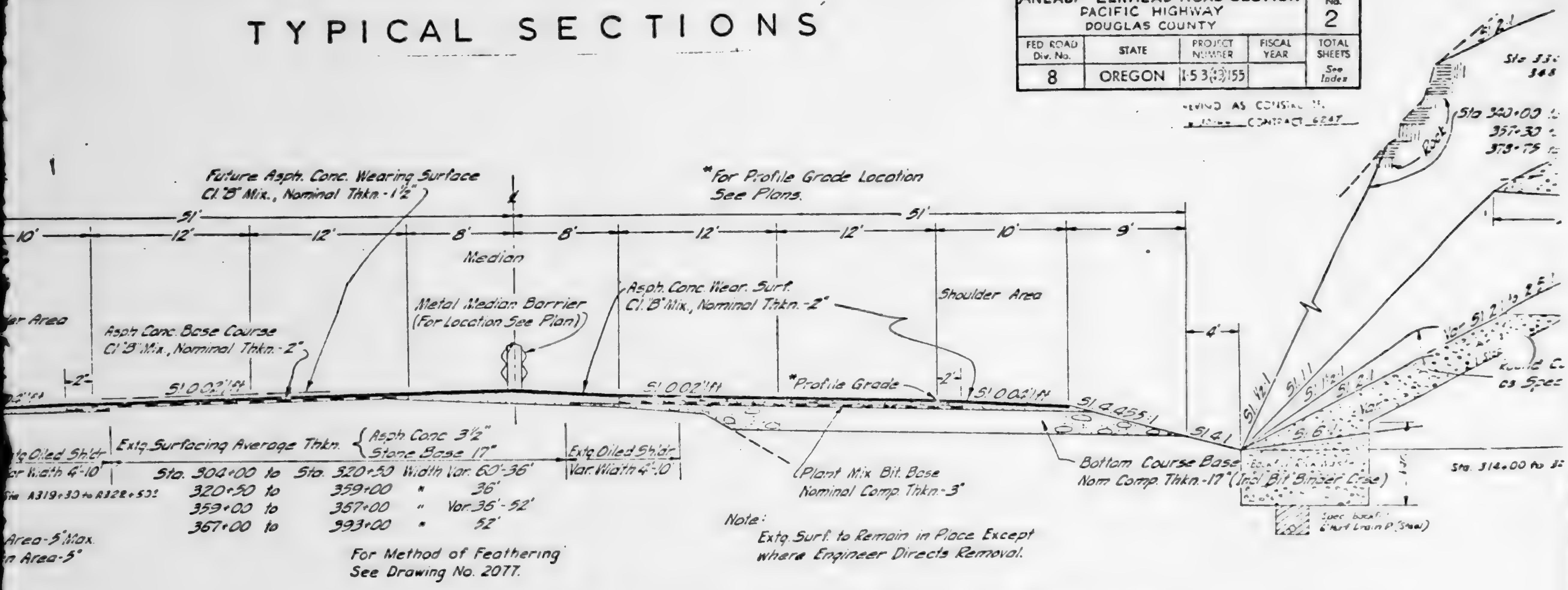

*For Profile Grade Location
See Plans
47'
8.8'
10'
12'
12'
4.2'
4.2'
Median
12'
12'
47'
10'
8.8'
4'
2'
*Profile Grade
2'
Sl. 6:1
Sl. 4.365:1
Sl. 0.04'/ft
Sl.0.02'/ft
Sl.0.02'/ft
Sl.0.02'/ft
Sl.0.04'/ft
Sl.4.365:1
Note
Extg. Surf. to Remain in Place Except
where Engineer Directs Removal.
Extg. Surfacing Average Thkn {Asph. Conc. 3½" / Stone Base 17"
Sta. 393+41.69 to Sta. 463+00 Width 52'
463+00 to 478+00 " Var. 52' to 24'
478+00 to 481+49.05 " 24'
(For Surfacing Details Not Shown, See Section Above)

STA. 393+41.69 to STA. [481+49.05 Bk.= / 481+57.67 Ah.] EQUA.

TYPICAL SECTIONS

ANLAUF-ELKHEAD ROAD SECTION PACIFIC HIGHWAY DOUGLAS COUNTY					SHEET No. 2
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON	I-5 3(33)155			See Index

REVISED AS CONSTRUCTED
CONTRACT 6247



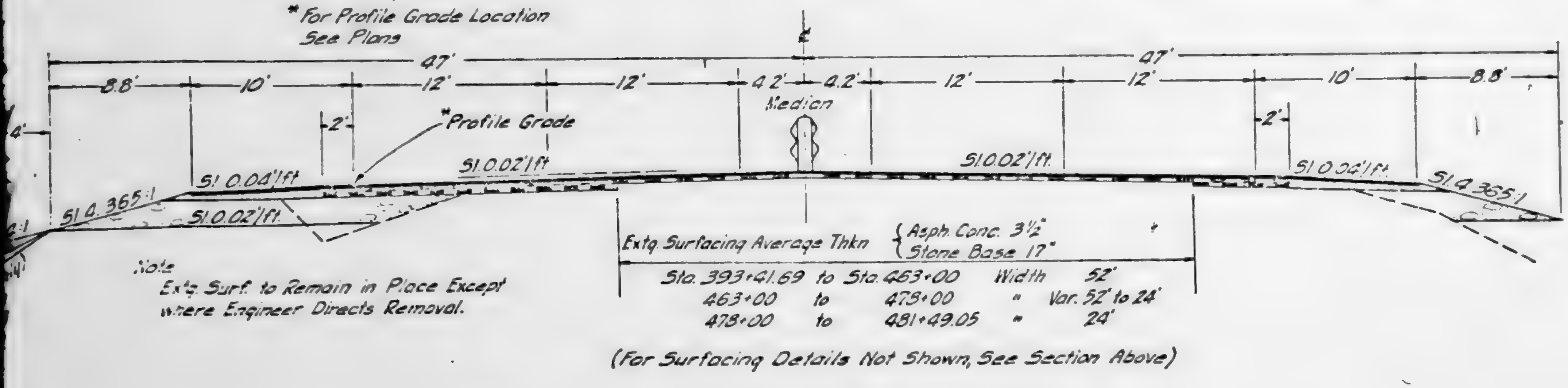
Extg. Surfacing Average Thkn. {Asph. Conc. 3½" / Stone Base 17"

Sta. 304+00 to Sta. 320+50 Width Var. 60'-36'
320+50 to 359+00 " 36'
359+00 to 357+00 " Var. 36'-52'
367+00 to 393+00 " 52'

For Method of Feathering
See Drawing No. 2077.

Note:
Extg. Surf. to Remain in Place Except
where Engineer Directs Removal.

STA. 304+00 to STA. 309+06.81 (Temp. Conn.)
309+06.81 to 376+73.06
376+73.06 to 393+41.69 (Taper Section)



Note
Extg. Surf. to Remain in Place Except
where Engineer Directs Removal.

Extg. Surfacing Average Thkn {Asph. Conc. 3½" / Stone Base 17"

Sta. 393+41.69 to Sta. 463+00 Width 52'
463+00 to 478+00 " Var. 52' to 24'
478+00 to 481+49.05 " 24'

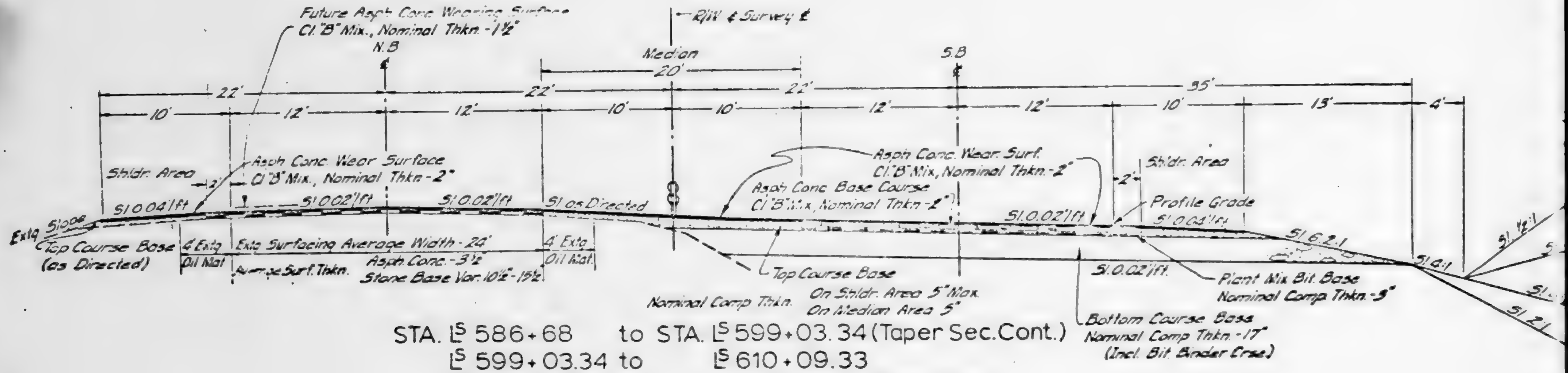
(For Surfacing Details Not Shown, See Section Above)

STA. 393+41.69 to STA. [481+49.05 Bk. = 481+57.67 Ah.] EQUA.

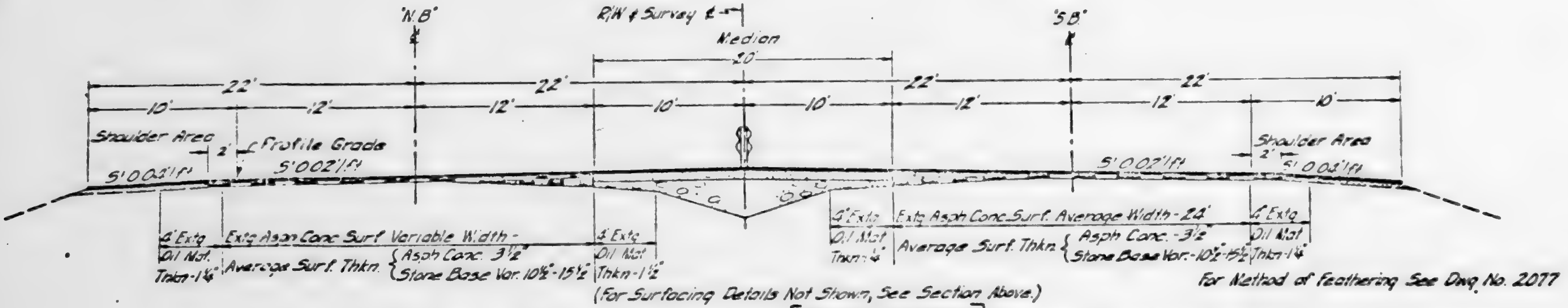
ANLAUF-ELKHEAD ROAD SECTI PACIFIC HIGHWAY DOUGLAS COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS YEA
8	OREGON	I-5-3(49)155	

REVISED AS C
6-20-66 CO

TYPICAL SECTIONS CON'T.



STA. L^S 586+68 to STA. L^S 599+03.34 (Taper Sec. Cont.)
L^S 599+03.34 to L^S 610+09.33
L^S 610+09.33 to L^S 615+00 (Taper Sec.)



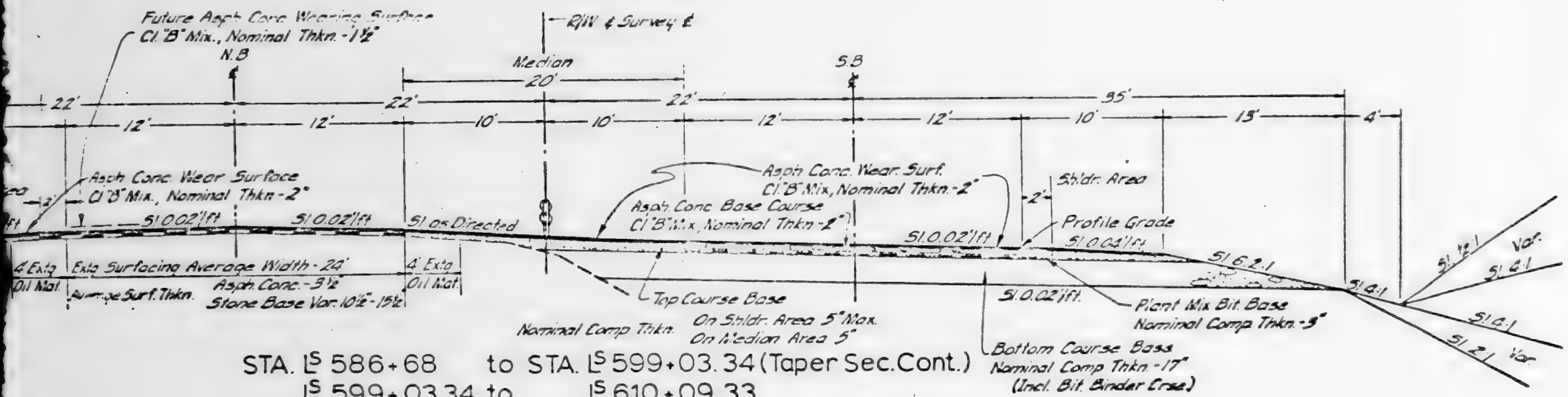
STA. L^S 678+.00 to STA. EQUA. [L^S 687+74.70 Bk.= 687+82.63 Ah.] (Taper Section Cont'd.)

STA. EQUA. [L^S 687+74.70 Bk.= 687+82.63 Ah.] to STA. 693+00

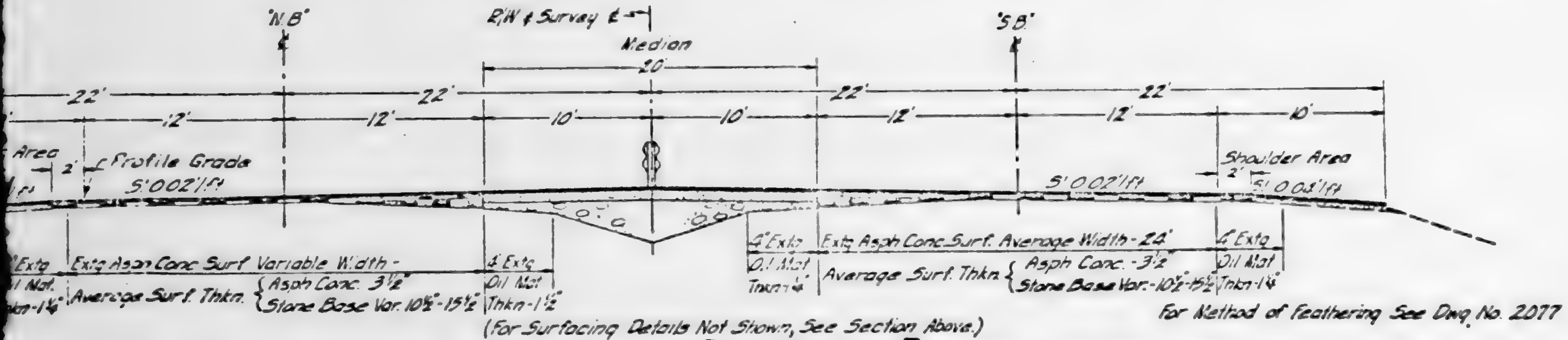
ANLAUF-ELKHEAD ROAD SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				Sheet No. 2B.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(49)155		See Index

REVISED AS CONSTRUCTED
6-20-66 CONTRACT 6247

TYPICAL SECTIONS CON'T.



STA. L^S 586+68 to STA. L^S 599+03.34 (Taper Sec. Cont.)
L^S 599+03.34 to L^S 610+09.33
L^S 610+09.33 to L^S 615+00 (Taper Sec.)

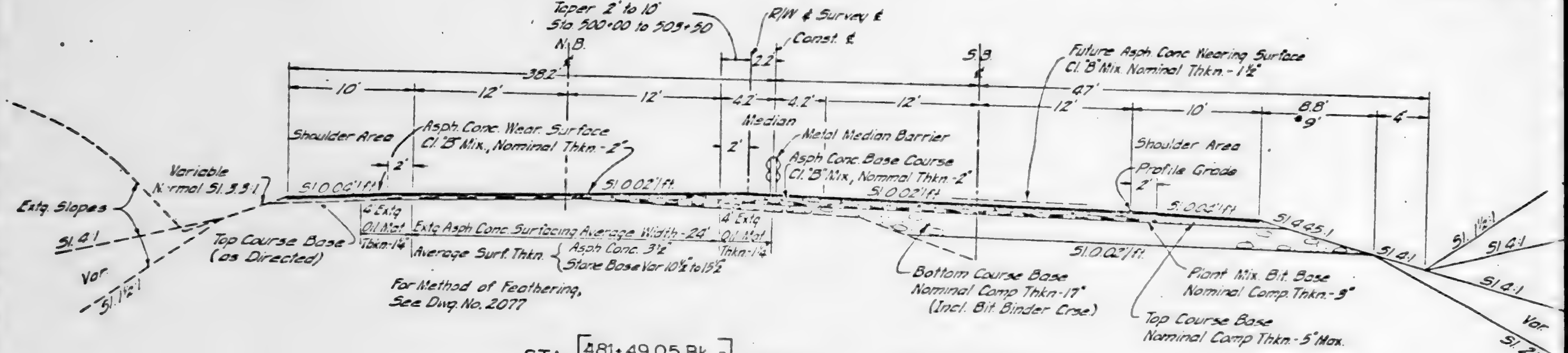


STA. L^S 678+.00 to STA. EQUA. [L^S 687+74.70 Bk.= 687+82.63 Ah.] (Taper Section Cont'd.)

STA. EQUA. [L^S 687+74.70 Bk.= 687+82.63 Ah.] to STA. 693+00

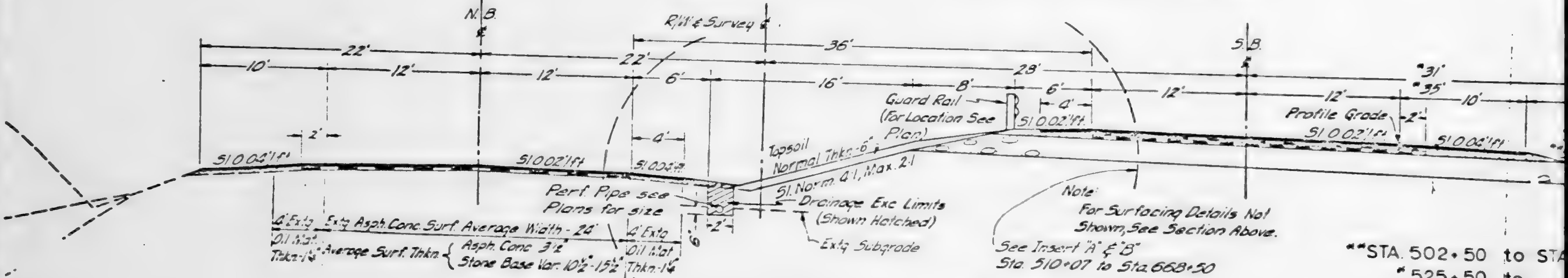
TYPICAL SECTIONS CON'T.

ANLAUF-ELKHEAD PACIFIC HIG DOUGLAS CO	
FED. ROAD Div. No.	STATE
8	OREGON


Taper 2' to 10'
Sta 500+00 to 503+50
N.B.
R/W & Survey ℄
Const. ℄
S.B.
Future Asph Conc Wearing Surface
Cl. "B" Mix. Nominal Thkn. - 1½"
38.2'
47'
10'
12'
12'
4.2'
4.2'
2.2'
12'
12'
10'
8.8'
*9'
4'
Median
Metal Median Barrier
Shoulder Area
Asph. Conc. Wear. Surface
Cl. "B" Mix., Nominal Thkn. - 2"
Asph. Conc. Base Course
Cl. "B" Mix, Nominal Thkn. - 2"
Shoulder Area
Profile Grade
2'
2'
2'
Variable
Normal Sl. 3:1
Extg. Slopes
Sl. 4:1
Var.
Sl. 1½:1
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 4.45:1
Sl. 4:1
Sl. 0.02'/ft.
Sl. 1½:1
Sl. 4:1
Sl. 4:1
Var.
Sl. 2:1
4' Extg. Oil Mat Thkn. - 1¼"
Extg Asph Conc Surfacing Average Width - 24'
4' Extg. Oil Mat Thkn. - 1¼"
Top Course Base (as Directed)
Average Surf. Thkn. { Asph. Conc. 3½" Stone Base Var. 10½" to 15½"
For Method of Feathering, See Dwg. No. 2077
Bottom Course Base Nominal Comp Thkn. - 17" (Incl. Bit. Binder Crse.)
Plant Mix Bit. Base Nominal Comp. Thkn. - 9"
Top Course Base Nominal Comp Thkn. - 5" Max.

STA. [481+49.05 Bk. = 481+57.67 Ah.] EQUA. to STA. LS 493+56.31

*LS 493+56.31 to LS 500+93.22 (Taper Section)


N.B.
R/W & Survey ℄
S.B.
22'
22'
36'
28'
*31'
*35'
10'
12'
12'
6'
16'
8'
6'
4'
12'
12'
10'
2'
4'
2'
2'
6'
Guard Rail (For Location See Plan)
Topsoil Normal Thkn. - 6"
Profile Grade
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. Norm. 4:1, Max. 2:1
Perf. Pipe see Plans for size
Drainage Exc Limits (Shown Hatched)
Extg Subgrade
Note: For Surfacing Details Not Shown, See Section Above.
See Insert "A" & "B" Sta. 510+07 to Sta. 668+50
4' Extg. Oil Mat Thkn. - 1¼"
Extg Asph. Conc. Surf. Average Width - 24'
4' Extg. Oil Mat Thkn. - 1¼"
Average Surf. Thkn. { Asph. Conc. 3½" Stone Base Var. 10½" - 15½"

STA. LS 500+93.22 to STA. EQUA [LS 503+57.82 Bk. = 503+64.60 Ah.] (Taper Section Con't.)
503+64.60 to 579+70.00
LS 579+70.00 to LS 586+68 (Taper Section)
LS 615+00 to LS 619+19.76 (Taper Secton Cont'd.)
LS 619+19.76 to LS 676+67.27
LS 676+67.27 to LS 678+00 (Taper Section)

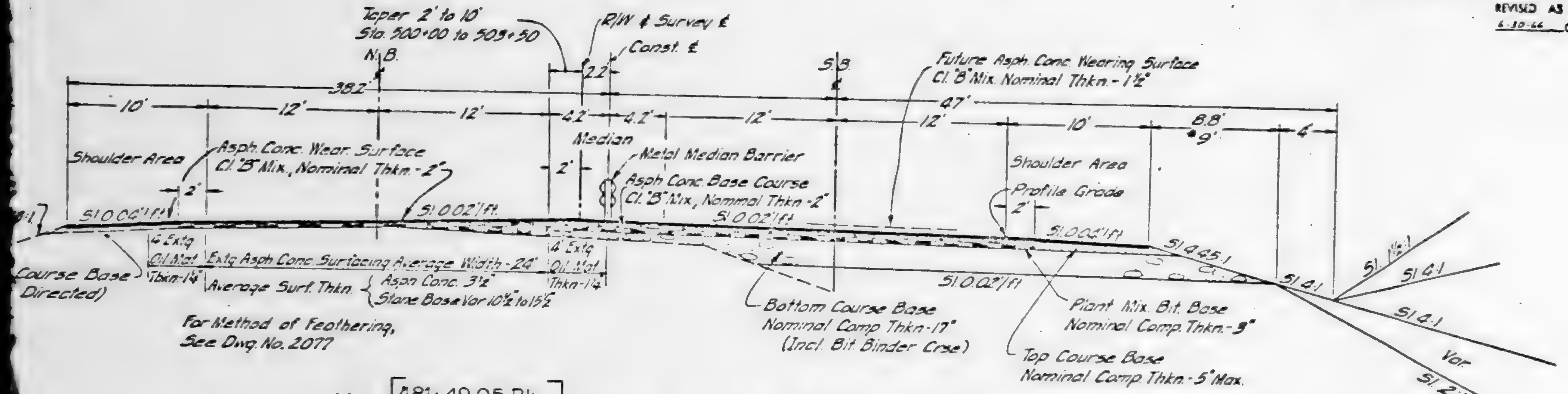
**STA. 502+50 to STA
*525+50 to
**560+50 to
*639+75 to

Note: In the median area the Perf. Drain Pipe was installed above the sewer pipe in the same trench.

TYPICAL SECTIONS CON'T.

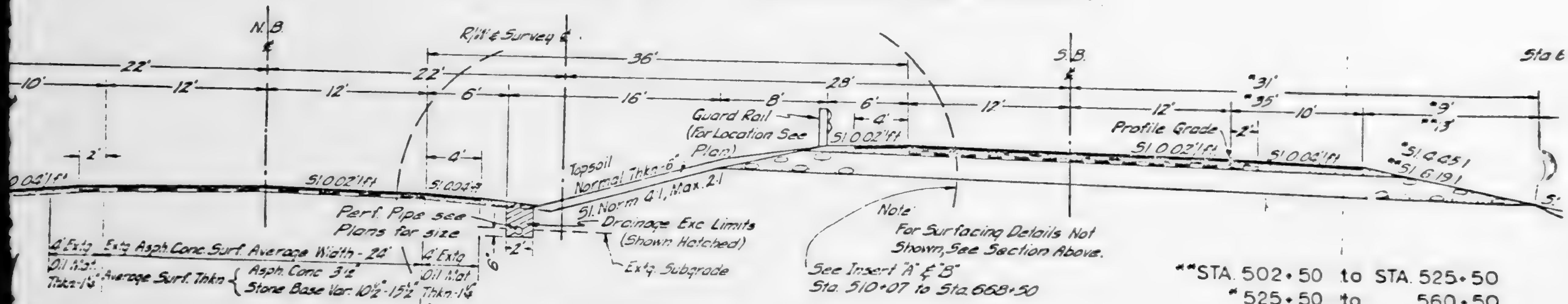
ANLAUF-ELKHEAD ROAD SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(49)155		See Index

REVISED AS CONSTRUCTED
6-30-66 CONTRACT 6247



STA. [481+49.05 Bk. = 481+57.67 Ah.] EQUA. to STA. L^S 493+56.31

*L^S 493+56.31 to L^S 500+93.22 (Taper Section)



STA. L^S 500+93.22 to STA. EQUA [L^S 503+57.82 Bk. = 503+64.60 Ah.] (Taper Section Con't.)
503+64.60 to 579+70.00
L^S 579+70.00 to L^S 586+68 (Taper Section)
L^S 615+00 to L^S 619+19.76 (Taper Secton Cont'd.)
L^S 619+19.76 to L^S 676+67.27
L^S 676+67.27 to L^S 678+00 (Taper Section)

**STA. 502+50 to STA. 525+50
*525+50 to 560+50
**560+50 to 639+75
*639+75 to 684+00

Note: In the median area the Perf. Drain Pipe was installed above the sewer pipe in the same trench.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1973

SUBJECT: Interstate Overlay Need Study:
Anlauf - Elkhead Road
Section of I-5

To: Victor D. Wolfe
Location Engineer
OFFICE

Attached are test reports #998422, #999377, #72-19883, #73-17011-12 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous base and asphaltic concrete as constructed in 1963-4 on subject project. Review of our files for Contract #6247 and test results for the recently sampled pit and quarry run aggregate indicate a 0.8 CBE aggregate base, 1.7 CBE plant mixed bituminous base and 2.0 CBE asphaltic concrete.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
A. Shirley
C. J. Gregg
G. E. Boyle

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1973

17.

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Anlauf-Rice Hill Section, I-5
(Original construction of
Existing South Bound Lanes,
Crushed Base and Asphaltic
Concrete)

Attached are test reports #73-0518 thru 23, 73-4698-9 and #998421 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1954-5 on subject project. Review of our files for Contract #4019 and test results for the recently sampled pavement and pit run aggregate indicate a 0.8 CBE crushed aggregate base, and a 1.3 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By J E Wilson
JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
~~C.~~ J. Gregg

SP*92475-734

Form 2-C-C-1-C

Page 1 of 3

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Wearing Course

Project Anlauf - Elkhead Rd.
Highway Pacific
Contractor Warren Northwest Completed 1964 No. 6247
Submitted by Elliott Parker
Source of material North and South Bound Lanes
Sampled or inspected at Roadway
To be used "B" A/C - Top
Sampled or inspected by D. Petersen & B. Beal
Quantity represented

Laboratory No. 72-19883
Data Sheet No. A30398
Prefix 610-1969-910
Amount charge $392.50
Dept. invoice No.
Date received September 15, 197
Date reported July 10, 1973

Sample No.	398-1-T		398-3-T		398-5-T	
Station	348 + 00		560 + 00		603 + 00	
Lane	SB		SB		NB	
Test pavement, thickness	2.3"		1.0"		1.4"	
Overlay patch, thickness	-		3.8"		3.1"	
Gradation of Cores:						
Per cent ret. 1"	0		-		0	
" " (¾" - 1/4")	38.9				33.9	
" " (¼" - # 10)	25.1				23.3	
" " (#10 - # 40)	18.1				19.0	
" " (#40 - #200)	7.2				11.6	
(Pass #200)	4.8				5.5	
" Asphalt Content	5.9				6.7	
Reclaimed asphalt, Pen. @ 77° F	-		45		40	
Core lane location						
Bulk sp. gr., in place	2.35	2.35	2.36	2.36	2.36	2.36
Bulk sp. gr., recompacted	2.42	2.42	2.46	2.44	2.48	2.49
Per cent relative compaction	97.1	97.1	95.9	96.7	95.2	94.8
Per cent voids, in place	-	5.2	8.5	7.8	9.2	7.8
Per cent voids, recompacted	-	2.4	4.7	4.7	4.6	2.7

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer A. Shirley
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Project records, and the above test results indicate moderate mix production variation. The average top lift asphalt content is 5.7% with a design of 5.8%.

A-2-b

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base Course

Laboratory No. 72-19883
Data Sheet No. A30398
Prefix 610-1969-910
Amount charge
Dept. invoice No.
Date received Sept. 15, 1972
Date reported July 10, 1973

Project Anlauf - Elkhead Rd.
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used "B" A/C - Base
Sampled or inspected by Quantity represented

Sample No.	398-1-B		398-3-B		398-5-B	
Station	348 + 00		560 + 00		603 + 00	
Lane	SB		SB		NB	
Test pavement, thickness	2.4"		1.3"		1.7"	
Overlay patch, thickness	-		-		-	
Gradation of Cores:						
Per cent ret. 1"	0		-		0	
" " (¾" - 1/4")	38.7				30.1	
" " (¼" - # 10)	27.2				25.3	
" " (#10 - # 40)	17.3				18.2	
" " (#40 - #200)	6.9				13.2	
(Pass #200)	4.1				6.8	
" Asphalt Content	5.8				6.4	
Reclaimed asphalt, Pen. @ 77° F			35		30	
Core lane location						
Bulk sp. gr., in place	2.31	2.30	2.31	2.34	2.39	2.39
Bulk sp. gr., recompacted	2.37	2.38	2.41	2.40	2.49	2.48
Per cent relative compaction	97.5	96.6	95.9	97.5	96.0	96.4
Per cent voids, in place	6.9	8.0	10.5	10.3	9.5	7.4
Per cent voids, recompacted	4.4	4.8	6.7	8.0	5.7	3.9

REPORT TO:

- ○ Bureau of Public Roads
- ○ Construction Engineer
- ○ Maintenance Engineer
- ○ Bridge Engineer
- ○ Requisition Office
- ○ Division Engineer
- ○ Resident Engineer
- ○ Dist. Maint. Supt.
- ○ Foreman
- ○ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Project records and the above test results indicate moderate mix production variation. The average base lift asphalt content is 6.0% with a design of 6.3%.

John C. Jackson

A-2-c

Form [illegible]

Page 3 of 3

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Bituminous Base

Laboratory No. 72-19883
Data Sheet No. A30398
Prefix 610-1969-910
Amount charge
Dept. invoice No.
Date received Sept. 15, 1972
Date reported July 10, 1973

Project Anlauf - Elkhead Rd.
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used PM88
Sampled or inspected by Quantity represented

Sample No.	398-1-88	398-3-88	398-5-88
Station	348 + 00	560 + 00	
Lane	SB	SB	
Test pavement, thickness	1.8"		
Overlay patch, thickness	-		
Gradation of Cores:			
Per cent ret. 1"	-		(Original Paving
" " (¾" - 1/4")	37.1		See Contract
" " (¼" - # 10)	28.6		#4019
" " (#10 - # 40)	18.1		Constructed
" " (#40 - #200)	6.7		1953
(Pass #200)	4.9		
" Asphalt Content	4.6		
Reclaimed asphalt, Pen. @ 77° F		60	
Core lane location			
Bulk sp. gr., in place	2.19	2.19	
Bulk sp. gr., recompacted	2.27	2.27	
Per cent relative compaction	96.5	96.5	
Per cent voids, in place	13.8	13.8	
Per cent voids, recompacted	10.6	10.6	

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Records indicate that the PM88 as constructed is deficient of asphalt. The project inventory shows 4.6% asphalt.

A-2-d

Form 2-83-[illegible]-1-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD
Interstate Overlay Need Study
Pavement Evaluation-Core Test Data-Original Pavement

Laboratory No. 73-4699
Data Sheet No. A-30380
Prefix 610-1969-910
Amount charge $73.50
Dept. invoice No.
Date received Jan. 5, 1973
Date reported March 2, 1973

Project Anlauf-Rice Hill
Highway Pacific
Contractor Porter W. Yett Constructed 1955
No. 4019
Submitted by Elliott Parker
Source of material South Bound Lanes
Sampled or inspected at Roadway
To be used Original Pavement
Sampled or inspected by Peterson & Beal
Quantity represented

Sample No.	380-1-O.P.	380-3-O.P.		380-5-O.P.	
Station	966+50	966+50		1007+50	
Lane	NB	SB		SB	
Test pavement, thickness		2.2"		2.4"	
Overlay patch, thickness		-		-	
Gradation of Cores:					
Per cent ret. 1"	No Samples	0		0	
" " (¾" - 1/4")		37.0		-	
" " (¼" - # 10)		23.0		-	
" " (#10 - # 40)		16.7		-	
" " (#40 - #200)		10.8		-	
(Pass #200)		6.6		-	
" Asphalt Content		5.9		-	
Reclaimed asphalt, Pen. @ 77° F	-	-		50	
Core lane location					
Bulk sp. gr., in place		2.33	-	2.37	2.34
Bulk sp. gr., recompacted		2.46	-	2.50	2.48
Per cent relative compaction		94.7	-	94.8	94.4
Per cent voids, in place		9.0	-	7.8	8.9
Per cent voids, recompacted		3.9	-	2.7	3.5

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. The above test results show that the pavement represented has low asphalt content, satisfactory reclaimed asphalt penetratio[illegible] and satisfactory compaction. Thickness of the cores show that considerable erosion or loss of pavement has occured possibly from aggregate degradation or asphalt stripping, See Report #73-4698. A-2-

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Anlauf - Elkhead Rd.		
Highway	Pacific	Prefix No.	610-1973-910
Contractor		County	Douglas
Submitted by	Elliott Parker	Contract No.	
		F.A. Project No.	
		Date Reported	July 10, 1973
		Laboratory Charges	$103.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Neet Bar, NE¼, NE¼, Sec. 34, T20S, R3W		
To be used	Class "B" A/C	Sampled at	Bar
Sampled by	Don Petersen	Date received	April 4, 1972
Date Sampled	March 30, 1972	Quantity represented	
Sample No.			

TEST RESULTS

Laboratory No.	998422		
Data Sheet No.	A62432	Type of material	Bar Run Gravel
		Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	13	13	
2	18	31	
1½	10	41	
1	13	54	
3/4	6	60	
1/2	6	66	
3/8	4	70	
1/4	4	74	
4	2	76	
10	7	83	
40	13	96	
80	2	98	
200	1	99	
P200	1.4	1.4	
P200 T-11	2.2%		
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	A	16.50	
Specific gravity (Le Chatelier)	Bulk Gr. 2.53	SSD: 2.61	
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss	1½ - 3/4	9.35	
	3/4-3/8	3.88	
	3/8-4	3.34	
Plasticity index: Natural fines	4		%
Manufactured fines			%
Liquid limit: Natural fines	34		%
Manufactured fines			%
Fracture			%
Sand equivalent	43		%
Oregon degradation: Pass No. 20		15.72	%
Height		1.8	in.
Strength test, per cent of standard mortar:			
Compression			
Organic Material, color plate No.			%
Absorp. 3.03%			

Material as represented by this sample (does) (does not) comply with specifications.

Based on the above test results, the asphaltic concrete aggregate is of current standard spec. quality.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer A. Shirley
Resident Engineer
Dist. Maint. Supt.
Geologist
X Geology and Soils
X Files
X Parker
X Boyle

John C. Jenkins
Engineer of Materials

A-2-f

Form 2-61—4M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project Anlauf - Elkhead Rd.
Prefix No. 610-1973-910
Highway Pacific
County Douglas
Contractor
Contract No.
F.A. Project No.
Submitted by Elliott Parker
Date Reported July 10, 1973
Laboratory Charges $82.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Big Baldy, SW¼, Sec. 1, T23S., R4W.
Sampled at Quarry Site
To be used Class "B" AC
Date received April 17, 1972
Sampled by W. Beal & Don Petersen
Quantity represented
Date Sampled April 5, 1972
Sample No.

TEST RESULTS

Laboratory No. 999377
Type of material Quarry Rock
Data Sheet No. A62436
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	A - 16.40	
Specific gravity (Le Chatelier)	Bulk Gr. 2.68	SSD: 2.73
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	1½ - 3/4	0.63
	3/4-3/8	0.90
	3/8-4	2.60
Plasticity index: Natural fines		%
Manufactured fines	NP	%
Liquid limit: Natural fines		%
Manufactured fines	NP	%
Fracture		%
Sand equivalent	50 Mfg	
Oregon degradation: Pass No. 20	14.22	%
Height	0.8	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 2.06%		

Material as represented by this sample (does) (does not) comply with specifications. Based on review of Contract #6247 records indicate that the crushed stone base as constructed is of an 0.8 CBE quality. Low SE and high abrasion and degrade values for the produced material.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer A. Shirley
- Resident Engineer
- Dist. Maint. Supt.
- Geologist
- X Geology and Soils
- X Files
- X Parker
- X Boyle

John C. [illegible]
Engineer of Materials

A-2-g

Form E-61—3M—6-71

OREGON STATE HIGHWAY DIVISION

Materials Section

Laboratory Report

Project: Interstate Overlay Need Study Anlauf - Rice Hill
Highway: Pacific
Prefix No.: 610-1969-910
Contractor:
County: Douglas
Submitted by: Elliott Parker
Contract No.: 4019 Completed 1955
F. A. Project No.:
Date Reported: March 2, 1973
Laboratory Charges: $75.51

REPORT ON SAMPLE OF AGGREGATE

Source of material: Boucock Quarry, Center Sect. 6, T.23S, R.4W
To be used: Class "9" A/C
Sampled at: Quarry
Sampled by: Don Petersen
Date received: April 5, 1972
Date Sampled: March 30, 1972
Quantity represented:
Sample Number: 1-4

TEST RESULTS

Laboratory No.: 993421
Data Sheet No.: A62431
Type of material: Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 31.04
Specific gravity (Le Chatelier) Bulk Gr. 2.69 SSD: 2.79
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1½ - 3/4 34.93
3/4 - 3/8 47.39
3/8 - 4 57.17
Plasticity index: Natural fines NP %
Manufactured fines %
Liquid limit: Natural fines 27 %
Manufactured fines %
Fracture %
Sand equivalent Insufficient Material
Oregon degradation: Pass No. 20 * 29.3 %
Height 6.3 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
*Pass #20 Referee 23.3 H. 4.3 Absorp. 3.5

Material as represented by this sample (does) (does not) comply with specifications. Review of contract #4019 records and the above test results indicate that the crushed aggregate base as constructed in 1954-55 is of a 0.8 CBE quality. Tests also indicate material of poor soundness qualities.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
X Region Geologist
Geology and Soils
2X Files
X Parker

SP*66045-334

Engineer of Materials

A-2-h

Form E-41—2M—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project Interstate Overlay Need Study
Elkroad Road - Rice Hill Section
Highway Pacific
Contractor Porter W. Yett
Submitted by Elliott Parker
Contract No. 4019
Constructed 1954-55
Prefix No. 610-1969-910
County Douglas
F. A. Project No.
Date Reported March 2, 1973
Laboratory Charges $74.60

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
To be used A/C & Base
Sampled at
Sampled by Lehrbach & Bruce Beal
Date received Jan. 5, 1973
Date Sampled Jan. 5, 1973
Quantity represented 150,000
Sample Number 1

TEST RESULTS

Laboratory No. 73-0518
Data Sheet No. A594128A
Type of material Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 29.90
Specific gravity (Le Chatelier) Bulk Gr. 2.61 SSD: 2.73
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 43.6
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent %
Oregon degradation: Pass No. 20 *21.5 %
Height 3.3 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 4.62 *Pass #20 Referee 19.4 H. 2.4

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66043-336

Engineer of Materials

Form E-41—3M—4-71

OREGON STATE HIGHWAY DIVISION

Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Elkroad Road - Rice Hill Section	Prefix No.	610-1969-910
Highway	Pacific	County	Douglas
Contractor	Porter W. Yett Contract No. 4019	F. A. Project No.	
Submitted by	Elliott Parker Constructed 1954-55	Date Reported	March 2, 1973
		Laboratory Charges	$74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM

Sampled at

To be used	A/C & Base	Date received	Jan. 5, 1973
Sampled by	Lehrbach & Bruce Beal	Quantity represented	150,000
Date Sampled	Jan. 5, 1973		
Sample Number	2		

TEST RESULTS

Laboratory No.	73-0519	Type of material	Quarry Rock
Data Sheet No.	6594189	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	-B- 37.22	
Specific gravity (Le Chatelier)	Bulk Gr. 2.64 SSD: 2.76	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	49.3	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	21.0	%
Height	2.7	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 4.51		

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

Engineer of Materials

SP*66045-324

A-2-1

Form E-41—1M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project Interstate Overlay Need Study
Elkroad Road - Rice Hill Section
Highway Pacific Prefix No. 510-1969-910
Contractor Porter W. Yett County Douglas
Submitted by Elliott Parker Contract No. 4019 F. A. Project No.
Constructed 1954-55 Date Reported March 2, 1973
Laboratory Charges $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Baucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
To be used A/C 3 Base Sampled at
Sampled by Lehrbach & Bruce Beal Date received Jan. 5, 1973
Date Sampled Jan. 5, 1973 Quantity represented 150,000
Sample Number 3

TEST RESULTS

Laboratory No. 73-0520
Data Sheet No. 859419C Type of material Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -B- 34.46
Specific gravity (Le Chatelier) Bulk Gr. 2.52 SSD: 2.65
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 62.0
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent %
Oregon degradation: Pass No. 20 * 25.1 %
Height 5.5 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 5.40 *Pass #20 Referee 21.8 H. [illegible]

Material as represented by this sample (does) (does not) comply with specifications.

See report #998421

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66045-734

Engineer of Materials

A-2-k

A-2-l

Form E-41—334—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project: Interstate Overlay Need Study Elkroad Road - Rice Hill Section
Prefix No.: 610-1969-910
Highway: Pacific
County: Douglas
Contractor: Porter W. Yett
Contract No. 4019
F. A. Project No.:
Submitted by: Elliott Parker
Constructed 1954-55
Date Reported: March 2, 1973
Laboratory Charges: $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
Sampled at:
To be used: A/C & Base
Date received: Jan. 5, 1973
Sampled by: Lehrbach & Bruce Beal
Quantity represented: 150,000
Date Sampled: Jan. 5, 1973
Sample Number: 4

TEST RESULTS

Laboratory No.: 73-0521
Type of material: Quarry Rock
Data Sheet No.: A594130
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -B- 33.04
Specific gravity (Le Chatelier) Bulk Gr. 2.50 SSD: 2.64
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 52.3
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 *23.7 %
Height 4.2 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 5.76 *Pass #20 Referee 18.8 H. 2.6

Material as represented by this sample (does) (does not) comply with specifications.

See report #998421

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

Engineer of Materials

SP*66045-734

Form E-61—3M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project: Interstate Overlay Need Study Elkroad Road - Rice Hill Section
Prefix No. 610-1959-910
Highway: Pacific
County: Douglas
Contractor: Porter W. Yett
Contract No. 4019
F. A. Project No.
Submitted by: Elliott Parker
Constructed 1954-55
Date Reported: March 2, 1973
Laboratory Charges: $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
Sampled at
To be used: A/C & Base
Date received: Jan. 5, 1973
Sampled by: Lahrbach & Bruce Baal
Quantity represented: 150,000
Date Sampled: Jan. 5, 1973
Sample Number: 5

TEST RESULTS

Laboratory No. 73-0522
Type of material: Quarry Rock
Data Sheet No. A594185
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 31.75
Specific gravity (Le Chatelier) Bulk Gr. 2.65 SSD: 2.75
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 33.0
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 17.7 %
Height 2.2 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 3.96

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

Engineer of Materials

SP*65045-731

A-2-1

Form E-41-2M-8-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project Interstate Overlay Need Study
Elkroad Road - Rice Hill Section
Highway Pacific
Contractor Porter W. Yett Contract No. 4019
Submitted by Elliott Parker Constructed 1954-55

Prefix No. 610-1969-910
County Douglas
F. A. Project No.
Date Reported March 2, 1973
Laboratory Charges $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼ SW¼, Sec. 6, T.23S, R.4W, of WM
Sampled at
To be used A/C & Base
Sampled by Lehrbach & Bruce Beal
Date Sampled Jan. 5, 1973
Sample Number 6
Date received Jan. 5, 1973
Quantity represented 150,000

TEST RESULTS

Laboratory No. 73-0523
Data Sheet No. 459418F
Type of material Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 33.96
Specific gravity (Le Chatelier) Bulk Gr. 2.55 SSD: 2.66
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 65.3
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 *24.9 %
Height 5.4 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
*Referee Pass #20: 23.5 H. 3.7 Absorp: 4.

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66045-734

Engineer of Materials

A-2-n

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Laboratory No. P17011
Data Sheet No. 62432
Prefix 610-1973-910
Amount Charge 140 —
Date Received 4/17/73
Date Reported July 10, 1973

Project Anlauf - Elkhead Rd. Mix Type-Class "B" A/C
Contractor: Prime Warren NorthWest Contract No. 6247 Fed. Aid No. I-5-3(47)-155
Paving Warren Northwest Completed 1964
Engineer: Region L.R. Chandler Resident H. Mayfield
Aggregate: Source Near Baron Row River, E Cottage Grove Type Gravel
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size ~~% Comb.~~	Contract #6248 Bit. Ave			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
				Dry Sieve	Gradation - test sample washed by Rotarex				
						Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	0.4			0.4	0.4	0.4	0.4		
½	11.9			12.7	12.7	12.0	11.9		
3/8				14.9	14.7	14.0	13.9		
¼	27.9			14.9	14.9	14.0	13.9		
4	9.7			10.4	10.4	9.8	9.7		
10	18.0			19.2	19.1	18.0	17.9		
40	16.1			13.9	13.9	13.1	13.0		
200	5.3			8.9	8.4	7.9	7.9		
P200	4.4			4.7	5.3	5.0	5.0		
~~No. Ave.~~ A/c	6.3								
Asphalt Content Including 0.0 %Retention						5.8	6.4		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.36	2.39		
Mix Design % Voids @ 100% Compaction	3.9	1.1		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff	Suff.	Suff-Th.	Thick
Stability Value @ 1st Compaction	44	42	29	30	12
Cohesion " " "	389	466	510	[illegible]	[illegible]
Bulk Sp. Gravity @ 1st Compaction	2.28	2.30	2.32	2.34	2.36
Percent Voids " " "	8.4	6.9	5.5	3.7	2.1
Stability Value @ 2nd Compaction	59	54	35	15	7
Bulk Sp. Gravity @ 2nd Compaction	2.33	2.35	2.37	2.39	2.40
Percent Voids " " "	6.4	4.9	3.3	1.6	0.4
Real Gravity @ 0% Voids	2.49	2.47	2.45	2.43	2.41

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	53	77	97

FWHA
X Construction
Maintenance
X Regional Engineer A. Shirley
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of the above test results, Contract #6247 records and report #998422 indicate that the asphaltic concrete as constructed is of a 2.0 CBE quality.

John C. Jenkins
Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

7012

73-910

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate overlay Need Study

Amount —
Date Received /72
Date Reported July 10, 1973

Project Anlauf - Elkhead Rd   Mix Type-Class PMBB (3/4-0)
Contractor: Prime Warren Northwest Contract No. 6247 Fed. Aid No. I-5-3(49)155
Paving Warren Northwest   Completed 1964
Engineer: Region L.R. Chandler   Resident H. Mayfield
Aggregate: Source State Quarry (Big Baldy)   Type Quarry
Asphalt: Brand Chevron   Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size ~~% Comb.~~	Contract #6247 Bit. Ave.			Comb. Agg. Dry Sieve	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex	Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾									
½	12.0			12.5	12.5				11.9
3/8	19.5			20.3	20.3				19.3
¼	15.6			16.3	16.3				15.5
4	9.0			9.4	9.4				8.9
10	15.6			16.3	16.3				15.4
40	11.6			12.1	12.1				11.5
200	6.8			7.1	6.3				6.0
P200	5.8			6.0	6.8				6.5
~~Asphalt~~ A/c	4.1								
Asphalt Content Including 0.0 % Retention									5.0

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				2.44
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	3.0	4.0	5.0	6.0	
" Film Thickness	Dry	Dry-Suff.	Suff.	Thick	
Stability Value @ 1st Compaction	41	42	42	43	
Cohesion " " "	153	316	378	450	
Bulk Sp. Gravity @ 1st Compaction	2.30	2.34	2.38	2.42	
Percent Voids " " "	12.2	9.3	6.3	3.2	
Stability Value @ 2nd Compaction	49	50	49	41	
Bulk Sp. Gravity @ 2nd Compaction	2.36	2.40	2.44	2.48	
Percent Voids " " "	9.9	7.0	3.1	0.9	
Real Gravity @ 0% Voids	2.62	2.58	2.54	2.50	

Effect of Water on Cohesion: (ASTM D-1075)

Asphalt Content % Chevron 85/100	3.0	4.0	5.0	6.0
Index of Ret. Str. (%)	67	93	100+	100+

FWHA
X Construction
Maintenance
X Regional Engineer A. Shirley
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of the above test results, Contract #6247 records and lab report #72-19883 page 3 indicate that PMBB as produced has an average of 0.4% less asphalt content than the design. Records show that the aggregate has abrasion and degradation loss. The PMBB is of a 1.7 CBE quality.

John C. [illegible]
Engineer of Materials

A-2-p

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. B 4698
Data Sheet No. 62431
Prefix 610-1964-915
Amount Charge 140—
Date Received 4/6/72
Date Reported March 2, 1973

Project Anlauf - Rice Hill Mix Type-Class B A/C
Contractor: Prime Porter W. Yett Co. Contract No. 4019 Fed. Aid No.
Paving Porter W. Yett Co. Paving completed Aug. 1955
Engineer: Region Morgan Resident R. Ewen
Aggregate: Source Bonds Quarry Type Quarry
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 4019 B.t. Ave			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.S. Course
1									
¾	0.7			0.7	0.7				
½	11.1			11.9	11.8				
3/8				15.7	15.5				
¼	27.6			13.9	13.9				
4	9.2			9.8	9.7				
10	15.9			16.9	16.6				
40	14.6			15.6	15.5				
200	8.2			8.8	9.4				
-200	6.3			6.7	7.0				
A/C	6.5								
Asphalt Content Including 0.7 % Retention						6.0	6.5	6.7	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.S.
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - @ compaction 277°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff.	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	49	52	49	39	32
Cohesion " " "	466	627	675	697	672
Bulk Sp. Gravity @ 1st Compaction	2.40	2.42	2.44	2.46	2.48
Percent Voids " "	9.1	7.6	6.2	4.7	3.1
Stability Value @ 2nd Compaction	61	51	40	10	5
Bulk Sp. Gravity @ 2nd Compaction	2.46	2.48	2.52	2.52	2.54
Percent Voids " "	6.8	5.3	3.2	2.3	0.8
Real Gravity @ 0% Voids	2.64	2.62	2.60	2.58	2.56

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	13	13	17

Review of contract #4019 records, test report #73-4699 and the above test results indicate that the asphalt concrete pavement as constructed in 1954-5 has poor asphalt-aggregate adhesion qualities. The average asphalt content in the mix is 6.5% with high void content at construction. Based on the above Index of Retained strength for the mix of 15% the asphalt concrete as constructed is of a 1.3 CBE quality. Report #70B421 indicates that the paving aggregates are of a degrading type.

FWHA
X Construction
Maintenance
steeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Engineer of Materials

A-2-0

Page ______

TRAFFIC ANALYSIS

SECTION: Anlauf- Elkhead Rd.

HIGHWAY: Pacific

COUNTY: Douglas

4,600 Present ADT (19 63)

: 19.5 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	160	2.68	429	295	450	132,750
3	120	2.68	322	221	1000	221,000
4	45	2.68	121	83	1250	103,750
5	570	2.68	1528	1049	3180	3,335,820
6	5	2.68	13	9	2570	23,130
				1657	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,816,450

TWENTY YEAR EWL 76,329,000

TRAFFIC COEFFICIENT 11.3

TRAFFIC ANALYSIS

SECTION: Anlauf- Elkhead Rd.
HIGHWAY: Pacific
COUNTY: Douglas

4,600 Present ADT (19 63)

19.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	2.68	429	295	450	132,750
3	120	2.68	322	221	1000	221,000
4	45	2.68	121	83	1250	103,750
5	570	2.68	1528	1049	3180	3,335,820
6	5	2.68	13	9	2570	23,130
				1657	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,816,450

TWENTY YEAR EWL 76,329,000

TRAFFIC COEFFICIENT 11.3

TRAFFIC ANALYSIS

SECTION: Anlauf-Elkhead Road

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4600 Present ADT (1963)

19.5 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	160	2.68	429	295	450	132,750
3	120	2.68	322	221	1000	221,000
4	45	2.68	121	83	1250	103,750
5	570	2.68	1528	1049	3180	3,335,820
6	5	2.68	13	9	2570	23,130
				1657 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3,816,450

ELEVEN
~~TWENTY~~ YEAR EWL 41,980,950

TRAFFIC COEFFICIENT 10.5

Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
		0.017
S.B. 162.12		
	0.020	
	0.026	
		0.023
	0.018	
	0.015	
		0.012
	0.012	
	0.012	
		0.015
		0.020
N.B. 161.93		
	0.010	
	0.015	
		0.016
	0.019	
	0.022	
		0.025
	0.021	
	0.027	
		0.019
	0.017	
	0.019	
		0.026
	0.022	
	0.016	
		0.022
		0.012
N.B. 161.43		
	0.010	
	0.013	
		0.007
	0.008	
	0.009	
		0.011
	0.010	
	0.010	
		0.016
	0.010	
	0.009	
	0.006	
		0.014
	0.012	
		0.010
S.B. 160.95		

Continued:

Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
S.B. 160.95 Continued:	0.014	
	0.016	
		0.010
	0.017	
	0.010	
		0.013
	0.012	
	0.009	
		0.009
	0.011	
	0.012	
		0.011
	0.013	
	0.013	
		0.012
		0.010
N.B. 160.47	0.010	
	0.010	
		0.008
	0.009	
	0.015	
		0.013
	0.015	
	0.015	
		0.009
	0.009	
	0.008	
		0.010
	0.010	
	0.010	
		0.011
		0.021
S.B. 159.8	0.021	
	0.016	
		0.019
	0.016	
	0.016	
		0.024
	0.026	
	0.025	
		0.022
	0.020	
	0.026	
		0.015 Continued:

Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
S.B. 159.8 Continued:	0.017 0.015	
N.B. 159.33		0.009
	0.025 0.024	0.026
	0.016 0.015	0.013
	0.010 0.009	0.011
	0.014 0.013	0.014
	0.013 0.010	0.012
S.B. 158.95		0.009
	0.018 0.013	0.025
	0.012 0.016	0.018
	0.017 0.015	0.014
	0.020 0.014	0.014
	0.013 0.016	0.018
	0.015 0.020	0.011
N.B. 158.28		
	0.020 0.020	0.018
	0.013 0.013	0.014
		0.005 Continued:

Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
N.B. 158.28 Continued:	0.009	
	0.008	
		0.008
	0.008	
	0.012	
		0.009
	0.009	
	0.008	
		0.007
	0.010	
S.B. 158.2		
		0.010
	0.011	
	0.012	
		0.009
	0.014	
	0.013	
		0.015
	0.017	
	0.013	
		0.011
	0.015	
	0.012	
		0.013
	0.012	
	0.011	
		0.016
N.B. 157.5		
		0.016
	0.022	
	0.020	
		0.017
	0.015	
	0.017	
		0.016
	0.016	
	0.017	
		0.016
	0.017	
	0.023	
		0.019
	0.015	
	0.016	
		0.023

Continued:

Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
S.B. 157.16		0.016
	0.019	
	0.019	
		0.018
	0.022	
	0.022	
		0.016
	0.022	
	0.021	
		0.020
	0.019	
	0.025	
		0.015
	0.022	
	0.027	
		0.019
	0.018	
	0.028	
		0.022
	0.015	
N.B. 156.8		0.019
	0.025	
	0.027	
		0.016
	0.028	
	0.027	
		0.020
	0.025	
	0.022	
		0.021
	0.022	
	0.019	
		0.020
	0.017	
	0.017	
		0.014
	0.016	
S.B. 155.98		0.019
	0.012	
	0.014	
		0.016
	0.015	
	0.016	
		0.017

Continued:

Anlauf-Elkhead Road
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
S.B. 155.98 Continued:	0.015	
	0.013	
	0.015	
		0.018
	0.012	
		0.017
	0.013	
	0.008	
		0.014
N.B. 155.7		0.022
	0.019	
	0.022	
		0.014
	0.017	
	0.012	
		0.014
	0.013	
	0.016	
		0.017
	0.019	
	0.014	
		0.014
	0.025	
	0.020	
		0.019

8184

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 24, 1975

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO:
Mr. G. J. Ballard
Supervising Design Engineer

SUBJECT:

Anlauf Int.-Elkhead Rd. Int. Sec.
Pacific Highway
Highway Illumination

FILED
E. S. HUNTER

Mr. Alfred Shirley, Region 3 Engineer, informs me that no highway illumination is contemplated in the subject overlay project. Some sign illumination may be required.

Any miscellaneous highway lighting work necessary in connection with this overlay project will be done by price agreement after contract award.

RWE:dh

cc E. S. Hunter
D. H. Moehring
Alfred Shirley
L. E. George

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8144

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 5, 1974

FILE:

FROM:

TO: MEMO TO FILES

SUBJECT:
Anlauf Interchange
10' x 10' RCBC Installations on Buck Creek
Fish Passage Facilities
Pacific Highway (I-5), Lane County

1 Versteeg
3 A. Olson
2 Torpin
Scott
Swenson
R. Olson
Copy Trout

RECEIVED
JUN 1 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Anlauf Interchange is located in W1/2SE1/4, Sec. 30, T.21S., R.4 W at Interstate 5, MP 162. The northbound lanes cross over a 100-foot-long 10' x 10' RCBC about 95 feet upstream from a 70-foot-long 10' x 10' RCBC beneath the southbound lanes. The culvert under the northbound lanes is 150 feet left of Station L^5 297+70 and the culvert under the southbound lanes is 5 feet right of Station L^5 297+00.

PROPOSED INSTALLATION

Under the new plan the existing culverts will be connected and extended in kind, resulting in a total length of 370 feet; in addition a new 190-foot-long 10' x 10' RCBC is proposed for a crossing downstream under an interchange ramp.

The fisheries resource personnel are concerned that the lengthening of the existing culvert, together with the additional long culvert downstream, may prevent fish passage into upper Buck Creek. Gradient of the new downstream culvert is 1 percent; however, the upstream culvert is of more concern since it is longer and has a 5 percent gradient on its downstream extension.

FISH PASSAGE FACILITIES

A study was initiated by this office to determine if baffles similar in design to those proposed for the Pass Creek culverts could be used on the proposed box culverts without affecting the hydraulic performance of the culverts under design flood conditions. Fish passage through the proposed culverts without baffles seems highly unlikely because of the culvert lengths, high flow velocities which could exceed 9 fps during flow periods conducive to migration, and shallow flow depths of less than 0.8 foot.

A general guideline established by the resource agencies suggests a maximum velocity of 8 fps for culverts up to 100 feet in length and 4 fps for culverts exceeding 100 feet. Baffles are used on long steep culverts to reduce flow velocities to about 4 fps but most important they provide areas within the culverts which allow the fish to rest while proceeding upstream.

The hydraulic performance of these culverts will not be affected adversely by installing baffles as shown on the attached sheet. Comparison of performance curves indicate that the proposed culverts with baffles will operate under inlet control over the range of discharges anticipated up to a 50-year frequency.

HYDROLOGY

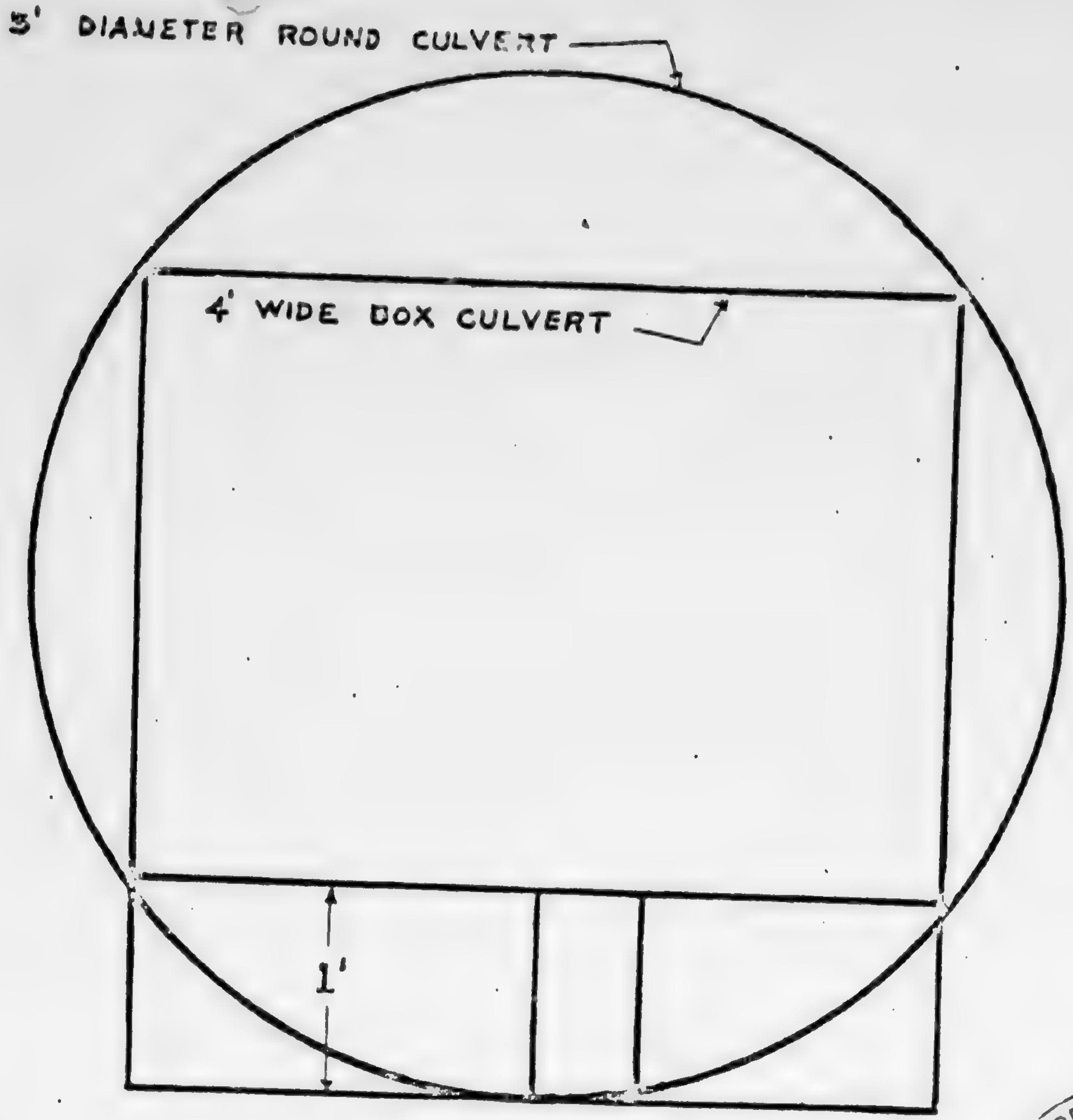
Buck Creek drains an area of 4.35 square miles and is characterized by steep hillsides draining into narrow gullies. A design discharge of 1,025 cfs, estimated by this office, has a return frequency of 50 years. The channel slope through the reach under study averages 1.2 percent; however, the slope of certain segments of the stream are as high as 5 percent. This stream is in a very youthful geological stage; therefore, bank erosion and stream degradation should be expected as the basin moves toward equilibrium conditions. Disrupting the natural conditions by construction of culverts will produce excessive erosion in the channel at the culvert outlets by increasing the energy and momentum of the flood waters. For this reason, the outlet channels should be protected with riprap or other approved measures, the details of which will have to be worked out with the fish biologists. Such protection will provide better fish passage by preventing scour holes at the outlets.

Richard L. Lenz
Hydraulics Engineer

By Allen G. Mickey

Allen G. Mickey
Hydraulic Technician

Attach
AGM:jp
cc Victor D. Wolfe
Alfred Shirley, Jr
Gary Potter
J.H. Versteeg
George Wills



977
J. G. FISHER

○ MINIMUM 5' DIAMETER - USE 4" BAFFLE THICKNESS

☐ MINIMUM 4' WIDE - USE 4" BAFFLE THICKNESS

USE MINIMUM 6" BAFFLE THICKNESS IN ALL CULVERT BAFFLES WHOSE CLEAR WIDTH IS GREATER THAN 4'.

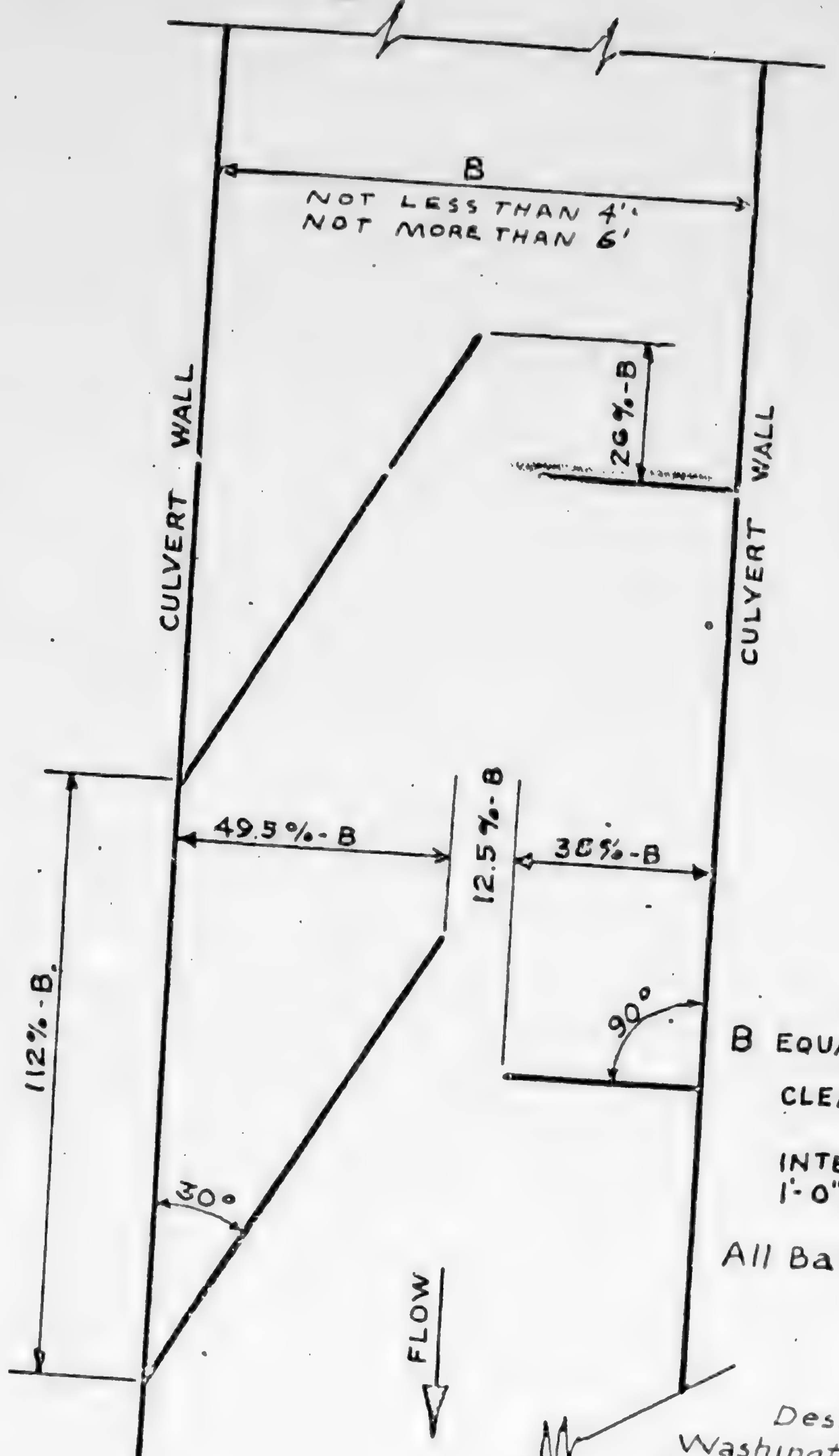
THIS DRAWING IS TO ILLUSTRATE THE PRINCIPLE OF A MINIMUM HEIGHT OF ONE FOOT OF THE BAFFLES AT THEIR DEEPEST POINT. THE TOP OF THE BAFFLES ARE THEN EXTENDED TO INTERCEPT THE SIDE WALLS. MINIMUM TOP WIDTH IS 4 FEET.

Design taken from Washington Dept Fisheries.

STATE OF IDAHO
DEP'T OF FISH AND GAME

BAFFLED SECTIONS
MINIMUM SIZES

APPROVED [illegible] FISHERIES
APPROVED [illegible] ECTOR
DATE. 5/10/67 DWG NO 2 BY. JGF



B EQUALS:

CLEAR WIDTH OF CULVERT;	box culverts
INTERCEPT WIDTH 1'-0" ABOVE INVERT	round or arch culv.

All Baffles 1'-0" high

Design taken from Washington Dep't Fisheries

REGISTERED PROFESSIONAL ENGINEER
977
STATE OF IDAHO
J. G. FISHER

STATE OF IDAHO
DEP'T OF FISH AND GAME

BAFFLE PATTERN

APPROVED FISHERIES

APPROVED DIRECTOR

DATE. 5/10/67 DWG NO. 1 BY. JGF

8185 Seneca Rock Production Proj 1975
S of Grant/Harney Co Line
John Day-Burns Hwy

December 4, 1975

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
1300 SW Fifth Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $1,800 will be made to Reid Bros. Trucking Company, Inc., on Contract No. 8185 for the Seneca Rock Production Project on the John Day-Burns Highway in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $49,906.60 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Reid Bros. Trucking Co., Inc.
P. O. Box 66
Prineville, OR 97754

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

November 12, 1975

Reid Brothers Trucking Co., Inc.
Ochoco Highway
Post Office Box 66
Prineville, OR 97754

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8185 for work on the Seneca Rock Production Section of the John Day-Burns Highway in Harney County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 36 days is granted to change the specified completion date from August 31 to October 6, 1975, which will delete all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 7, 1975

FILE: CON 5 #8185

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Seneca Rock Production
Contract No. 8185
Request for Time Extension

Reid Brothers Trucking Company, Inc. requests a 45-day extension to change the specified completion date from August 31 to October 15, 1975. The project was actually completed October 6, so there are 36 days liquidated damages at $50 per day for $1,800 total.

The request is based on delay from two purchase orders for maintenance crushing which the contractor performed this summer ahead of this contract. Bids were opened on this project May 15. The maintenance purchase order for cinders at Burns is also dated May 15, and the State took advantage of the contractor's reasonable price for that material to utilize a 50 percent overrun on that order. The purchase order at John Day is dated May 20, but had an early completion requirement of June 30, so the contractor also did it ahead of the Seneca contract and also crushed other material over and above the John Day purchase order for other State, City, and County paving in the John Day area. The contractor moved to the Seneca contract immediately after finishing his John Day commitments and shot the quarry August 6 and started crushing August 21. There were four sizes of rock required for a total of 11,000 yards.

The field strongly recommends the complete time extension in that the State's overall best interests were served by accomplishing the purchase order work first. This is a State project, so I believe we have latitude to take this into account in acting on this time extension. I therefore recommend a complete extension which will delete all liquidated damages. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
NOV 10 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8185 Contractor Reid Brothers Trucking Co., Inc.

Highway John Day-Burns

Section Seneca Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~, or GRANTED. The reasons for such recommendation are as follows:

Recommend 36-day time extension of contract time due to increased quantities of crushed rock on other projects ahead of Seneca Rock Production job. This extends specified completion date to October 6, 1975 which is the actual completion date.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

SP*6296-734

Contract No. 8185

Project designation State (State-Federal)

Date awarded May 5, 1975

Work started August 21, 1975

Per cent completed 100, October 6, 1975 (Date)

Specified Completion Date ~~No. of Workdays Allowed~~ August 31,1975

Completion Date ~~No. of Workdays Used~~ October 6, 1975

No. of Added Workdays Requested 36

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 15, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from August 31, 1975 days to 10-15-75 days, within which to complete our Contract No. 8185, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Increase of quanties on State of Oregon P.O. # 387101 and crushing of Class C asphalt rock in conjuction with P.O. # 415101 delayed our crushing on Contract # 8185 by 45 days.

Respectfully submitted,

REID BROS. TRUCKING CO. INC.
Contractor

By D K Reid
D.K. Reid Vice President

CONSENT OF SURETY

Date Octooer 17, 1975

We, FIDELITY AND DEPOSTT COMPANY

Baltimore, Maryland, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J Pal Mettle
Attorney-in-fact

(SEAL)

J Pal Mettle
Resident Agent

8185

15

October 31, 1975

Fidelity & Deposit Co. of Maryland
3006 First National Bank Tower
Portland, OR 97201

Gentlemen:

On October 30, 1975, we wrote to you concerning release of final payment on Contract No. 8185 awarded to Reid Bros. Trucking Co., Inc., for the Seneca Rock Production Project on the John Day-Burns Highway in Harney County.

Final payment on this contract is $5,843.60 and the total contract amount is $48,106.60. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Reid Bros. Trucking Co., Inc.
P. O. Box 66
Prineville, OR 97754

C. T. Kensey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Seneca

WEEK ENDING: October 18, 1975

SECTION PREFIX: 13-8326-900

HIGHWAY: John Day - Burns

COUNTY: Harney

NAME OF JOB: Seneca Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Reid Brothers Trucking Co., Inc.

CONTRACT NUMBER: 8185

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 5, 1975

DATE WORK STARTED: May 7, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 130

PROJECT AUTHORIZATION: $ 53,528.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 48,853.75

ENGINEERING AUTHORIZATION: $ 4,675.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,853.75

ENGINEERING COST TO DATE: $ 7,112.78

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 6.5 %

PERCENT OF AUTHORIZATION: 152 %

DATE PROJECT WAS COMPLETED: October 6, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			11,000 CuYd		
TOTAL QUANTITIES CORRECTED TO DATE			11,742.73		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast cold			
TUESDAY	Sunshine			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED
OCT 20 1975
CONSTRUCTION SECTION

Kelsey
Bond
Hayward
Walker
Richards
Betz

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	October 12, 1975
MONDAY	
TUESDAY	Final inspection
WEDNESDAY	Submitted semi-final
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was conducted on Tuesday.

Project semi-final was submitted on Wednesday.

This will be the last weekly report on this project.

SIGNED W E Hoffman
Resident Engineer

LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8186 Doherty Slide Rock Prod NW 1975
of Ore/Nevada St Line
Warner Highway

File

August 29, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On August 22, 1975, we wrote to you concerning release of final payment on Contract No. 8186 awarded to L. V. Anderson & Sons, Inc. for the Doherty Slide Rock Production Project of the Warner Highway in Lake County.

Final payment on this contract is $3,819.91 and the total contract amount is $76,523.24. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: L. V. Anderson & Sons, Inc.
47899 Hwy. 58
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

B

SECTION: Doherty Slide Rock Pro.

WEEK ENDING: Aug. 2, 1975

SECTION PREFIX:

HIGHWAY: Warner

COUNTY: ~~19-8325~~ Lake

NAME OF JOB: Doherty Slide Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: L. V. Anderson & Sons Inc.

CONTRACT NUMBER: 8136

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 5, 1975

DATE WORK STARTED: May 19, 1975

ESTIMATED COMPLETION DATE: July 25, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN ______ SUPERVISION ______

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $84,420.85

SPECIFIED COMPLETION DATE: July 31, 1975

PERCENT OF TIME ELAPSED: 92 %

EXCLUSIVE OF ENGINEERING: $77,047.85

ENGINEERING AUTHORIZATION: $7373.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~99 %~~ 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 76,529.82 ~~$77,047.85~~

ENGINEERING COST TO DATE: $4250.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~91 %~~ 95.7

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.7%

PERCENT OF AUTHORIZATION: 58 %

DATE PROJECT WAS COMPLETED: July 23, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

~~CLEARING~~ Drill and Shoot	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100							

	1¼-3/4 GRADING	3/4-½ SURFACING	~~½-¼~~ MAINTENANCE MATERIALS	¼-10 BITUMINOUS MACADAM	4-0 PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4600	1800	1800	1800	5000
TOTAL QUANTITIES CORRECTED TO DATE same	~~4600.~~	~~1800~~	~~1800~~	~~1800~~	~~5000~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4714.3	1773.6	1835.00	1859.4	5489.6
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

Routing
RECEIVED
Keasey ____ Richards ____
Bond ____ Glenn ____
Jackmond ____ Berg ____
Harwood ____
Johnsen ____
Walker ____
AUG 4 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate was submitted on July 29, 1975

Final Report

SIGNED Wayne F Cobine LOCATION Lakeview
Wayne F. Cobine

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8187 McKenzie R-Willamette R Sec 1975
Pacific Hwy N of Eugene
(Grading, barrier, & signing)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-686

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDE AL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
(E Shirley)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 7-14-76	REPORT MADE BY R. Schimelfenyg, AAE		PROJECT NO. I-5-4(81)193
COMPLETION DATE 1-9-76	ACCEPTANCE DATE BY CONTRACT AGENCY 5-4-76	TIME ELAPSED 100 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

McKENZIE RIVER-WILLAMETTE SECTION
PACIFIC HIGHWAY
Grading, Barriers & Signing

The project was recommended for acceptance in the Final Inspection conducted by T. P. Lowe, Area Engineer, on January 13, 1976. The project consisted of safety revisions involving slopes, minor structures, guardrail, median barrier, signs and other appurtenances. There were no significant overruns or underruns.

The Statement of "Overruns and Underruns" and final "Progress Estimate and Cost Report" are attached to the Division Office copy of this report.

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR
Info | Inves | R/D | D&I | Sign | A.I | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe T. P. Lowe	SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer
TITLE Area Engineer DATE 7-14-76	TITLE District Engineer DATE 7/15/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

9187

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

STATE: **Oregon**

COUNTY: **Lane**

FEDERAL PROJECT NO. **I-5-4(81)193**

URBAN ☐ RURAL **X**

		ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE	Y106	
20	FINAL	566,244	
21	LENGTH OF PROJECT MILES	4.78	

DATE STARTED: **June 9, 1975**

DATE COMPLETED: **January 9, 1976**

TOTAL NO. BRIDGES: **0**

PART B

30	LABOR	TOTAL MAN HOURS 6,910	GROSS EARNINGS 68,087
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	239,330	
9			
1	CEMENT	9,593	
2			
32		14,059	
3			
4		1,771	
5		1.5	
7			
8		3,063	
10			
11			
12		804	
15/95		123	
16		4,800	
17			
18			
19		25,909	
23	FINAL CONTRACT AMOUNT		
24	FINAL CONTRACT AMOUNT	25,971	

REMARKS (Attach plain sheet of paper)

CULVERT ITEMS

ITEM	SIZE In.	LGTH. (Lin. ft.)
6 CORRUGATED STEEL CULVERT	15	66
13	12	7
	15	94
	18	20
	24	48
	30	6
	36	44
	42	104
14		
25 ALUMINUM CULVERT	15	12
26		

FORM PR- 47
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319 [illegible] funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub Sec. 8.

A separate form should be [illegible] except that data for two or more contracts [illegible] when such contracts [illegible] case of a combination, the [illegible] starting date [illegible] latest completion date should be reported. When a single contract covers **more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated.** A Form **PR-47 should not be prepared** for a contract covering only the purchase **of material but the quantity of material should be reported when subsequently included in a construction project.** In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If **nonparticipating** work is included in the contract, all data should be **combined with the Federal**-aid data in preparing the form. Data for any **subcontract** may be combined by the State or the division office with **that for the prime contract** if not so combined by the prime contractor. **It will be the** State's responsibility to see that all prime contract and **subcontract** costs, material, and man-hours have been reported for each **contract, and no** duplication of data are involved. Quantities of **State-furnished** materials should be included with contract quantities, **and costs** of State-furnished materials should be added to Item 2[illegible] "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban [illegible] within [illegible]

All figures should [illegible] department and [illegible] neers. The [illegible] earnings [illegible] tion [illegible] reasonable [illegible] respect to the [illegible] quantities [illegible]

[illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL 6, CH 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" [illegible] best estimate [illegible] costs incurred [illegible] contractor and State-furnished materials.

"Length of Project." [illegible] bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. [illegible] bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling [illegible] guardrail, and signs, and lumber purchased for [illegible] and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet regardless of size.

Item 6 - Report [illegible] regardless of class, type, gauge or coating, [illegible] linear feet of corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing [illegible] precast units except concrete pipe [illegible]

Item 8 - Report total number of pounds of [illegible] structural steel, steel [illegible]

Item 9 - Report total number of gallons of all gasoline, diesel oil, [illegible] equipment and trucks. For conversion [illegible] per gallon.

Item 10 - [illegible] pounds of explosives exclusive of [illegible]

Item 11 - [illegible] ready-mixed concrete [illegible] precast units.

Item 12 - [illegible] paving mixtures [illegible] for placement as they [illegible]

Item 13 - [illegible] regardless of class, type, gauge or coating, [illegible] concrete drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and [illegible]

Items 15 and 95 - [illegible] aggregates such as sand, [illegible] produced by the contractor.

Item 16 - [illegible] products not appro[illegible] tubular piling, etc.

Items 17, 18 and 19 - [illegible] feet of all types of [illegible]

Item 22 - [illegible] costs, of all construction [illegible] used on the project, [illegible] lighting and the cost of [illegible] Costs of equipment [illegible] the equipment, [illegible] included in this [illegible] handtools, repair [illegible] Costs of such items [illegible] The amount included [illegible] paid by the con[illegible] the cost of excavat[illegible] aggre[illegible]

Item 23 - [illegible] traffic [illegible]

Item 24 - Report [illegible] highway and bridge lighting including foundations, [illegible] standards, wiring, switches, luminaires, etc. [illegible]

Item 25 - Report, by size, number of linear feet of corrugated aluminum [illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all [illegible] on the project, including those on operation [illegible] of equipment.

---

*Quantities of steel, concrete and [illegible] be reported unless difficulties are encountered in segregating such quantities from total [illegible].

FORM PR-47 (REV. 9-74)

GPO 881-120

8187

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-172		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 2	5 3 76	Project Number I-5-4(81)193 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 621,937	$ 621,937
Federal funds	$ 573,900	$ 621,937
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed May 13, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 48,037."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13 th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

8187

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	3-37
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-1-76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Lane

Project Number: I-5-4(81)193Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 13, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 594,558	$ 621,937
Federal funds	$ 548,658	$ 573,900
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity and approved EWO's.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State High
Salem

ederal
I-5-4

$540,50

108,300.

27,672.50
2,625.61
2,892.40

3,190.51
,890.51

398.01
538.99

37.00

00

0

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. I-5-4(81)193 Safety

McKenzie River-Willamette River Section
Pacific Highway in Lane County

Revised Project Agreement Estimate.

Type Code Y106
Roadway Safety (Sta. 344+30 to Sta 596+00)

Subtotal on previous estimate of May 7, 1975			$540,507.50
Previous Estimate			
Embankment in Place	28,880 cu.yds.	3.75	108,300.00
Revised Estimate			
Embankment in Place	34,046 cu.yds.	3.75	127,672.50
EWO 4 Relocate Signs	All Required		2,625.61
EWO 5 Pole Base Adaptors	All Required		2,892.40
			$133,190.51
	Increase		24,890.51
	Subtotal		$565,398.01
	Engineering		56,538.99
	Total		$621,937.00

Length of Project - - - - - - - - - - - - 0.0 Mile

Federal Funds - $573,900.00

State Funds - 48,037.00

Total $621,937.00

Group 1	100%
Contract No.	8187
Prefix	620-1066

STATE COPY

R

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE **Oregon** COUNTY **Lane** PROJECT NO. **I-5-4(81)193 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, McKenzie River to Willamette River

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	4-9-75	0.0

ESTIMATED TOTAL COST OF PROJECT
$ 594,558

FUNDS Pro Rata 92.28%

FEDERAL FUNDS
$ 548,658

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
G. L. Green *(Division Engineer)*

Date executed by Division Engineer MA[illegible] 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. I-5-4(81)193 Safety

McKENZIE RIVER-WILLAMETTE RIVER SECTION

PACIFIC HIGHWAY IN LANE COUNTY

Salem, Oregon, May 7, 1975

Project Agreement Estimate.

Type Code Y106
Roadway Safety (Sta. 344+30 to Sta. 596+60)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		16,000.00
Temporary Signs	800 sq.ft.	3.50	2,800.00
Flagmen	360 hour	14.00	5,040.00
Removal of Structures and Obstructions	All Required		12,000.00
Embankment in Place	28,880 cu.yd.	3.75	108,300.00
Trench Excavation	170 cu.yd.	10.00	1,700.00
Finishing Roadbed and Slopes	All Required		2,700.00
Furnishing and Placing Topsoil	870 cu.yd.	4.20	3,654.00
Watering	550 M-gal.	6.00	3,300.00
Aggregate Shoulders	15,200 ton	4.00	60,800.00
Class "C" Asphalt Concrete	65 ton	35.00	2,275.00
Roadside Seeding and Mulching	13 acre	500.00	6,500.00

Minor Structures

12-inch Culvert Pipe	4 lin.ft.	16.00	64.00
15-inch Culvert Pipe	194 lin.ft.	9.00	1,746.00
18-inch Culvert Pipe	16 lin.ft.	17.00	272.00
24-inch Culvert Pipe	50 lin.ft.	18.50	925.00
30-inch Culvert Pipe	6 lin.ft.	42.00	252.00
36-inch Culvert Pipe	40 lin.ft.	18.00	720.00
42-inch Culvert Pipe	68 lin.ft.	43.00	2,924.00
Concrete Inlets, Type M-E	20 only	600.00	12,000.00
Paved Culvert End Slopes	1,140 sq.ft.	3.00	3,420.00
Guide Posts	570 only	12.00	6,840.00

Guardrail

Guard Rail, Type 2A	15,890 lin.ft.	5.00	79,450.00
Guard Rail, Type 3	700 lin.ft.	13.50	9,450.00
Metal Median Barrier	3,325 lin.ft.	16.50	54,862.50
Guard Rail Anchors, Type I	32 only	250.00	8,000.00
Guard Rail Anchors, Type 2	32 only	250.00	8,000.00
Extra for Guard Rail Bridge Connections	22 only	350.00	7,700.00
Rail End Pieces, Type A	33 only	20.00	660.00

8187

Rail End Pieces, Type C	32 only	105.00	$ 3,360.00
Extra Posts with Blocks	255 only	24.00	6,120.00
Concrete Barrier	5,150 lin.ft.	13.00	66,950.00
Signing			
Removal of Existing Sign Installation	All Required		1,000.00
Painted Wood Sign Posts	All Required		2,240.00
Sign Support Footings	All Required		4,800.00
Breakaway Sign Posts	All Required		9,000.00
Structure Mounts	All Required		1,100.00
Exit Number Sign Supports	All Required		1,200.00
Type "A" Signs in Place	244 sq.ft.	11.00	2,684.00
Type "D" Signs in Place	114 sq.ft.	3.50	399.00
Move and Modify Existing Signs	All Required		1,000.00
			$537,207.50
Anticipated Items			
Temporary Erosion Control (EW)	All Required		$ 2,500.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 3,300.00
	Subtotal		$540,507.50
	10% Engineering		54,050.50
	Total		$594,558.00

Length of Project - - - - - 0.0 mile

Federal Funds -		$548,658.00
State Funds -		45,900.00
	Total	$594,558.00

Group 1 - 100%

Prefix: 620-1066

Contract No. 8187

McKENZIE RIVER-WILLAMETTE RIVER SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$5,000.00

8187

May 5, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8187 awarded to Apex Fence Co., Inc., for work on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County was completed on January 9, 1976, and accepted by the Administrator and State Highway Engineer on May 4, 1976.

Final payment in the amount of $5,000 will be released to the contractor after May 10, 1976. The total contract amount is $566,243.73 including $8,060.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Apex Fence Co., Inc.
P. O. Box 1-G
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 15901
Sacramento, CA 95813

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8187

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

REPORT NO. 40

SECTION MCKENZIE RIVER- WILLAMETTE RIVER		WEEK ENDING MARCH 13, 1976
		SECTION PREFIX 620-1066
	HIGHWAY PACIFIC	COUNTY LANE
NAME OF JOB MCKENZIE RIVER-WILLAMETTE RIVER	KIND OF WORK GRADING, BARRIERS AND SIGNING	
CONTRACTOR APEX FENCE CO., INC.	CONTRACT NUMBER 8187	FEDERAL AID PROJECT NUMBER I-5-4(81)193
DATE OF CONTRACT MAY 5, 1975	DATE WORK STARTED JUNE 9, 1975	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 200.0
PROJECT AUTHORIZATION: $ 619151.02	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100.0%
EXCLUSIVE OF ENGINEERING: $ 570055.34	ENGINEERING AUTHORIZATION $ 49095.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.9%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 566518.44	ENGINEERING COST TO DATE $ 56757.05 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.3%
ESTIMATED PERCENT: [redacted] UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION 115.6 %	DATE PROJECT WAS COMPLETED: JANUARY 9, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	TOP SOIL	GUARD RAIL
	100.%	100.%	100.%	100.%		100.%	100.%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.78	4.78			
MILES PARTIALLY COMPLETED	0.00	0.00			4.78
MILES COMPLETED	4.78	4.78			0.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	28880. CY	15200. CY			4.78
TOTAL QUANTITIES CORRECTED TO DATE	34047. CY	14054. CY			65. TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	34047. CY	14054. CY			123. TONS
AVERAGE DAILY QUANTITIES					123. TONS
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. XXXXXXXX	CONCRETE BARRIER		SEED & MULCH		SIGNING			
PERCENT	100.%		100.%		100.%			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	PARTLY CLOUDY			Project work complete January 9, 1976.
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	CLEAR			
FRIDAY	CLEAR			
SATURDAY				

READY

K

Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
MAR 15 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	McKenzie River - Willamette River - for the week of March 7 thru 13, 1976.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity

Next Week: No activity.

Project completed on January 9,1976.

Office force working on semi-final all week. Semi-final will be submitted next week.

SIGNED Ellis H. Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 21, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: H. S. Coulter
Deputy State Highway Engineer

SUBJECT: Proposed Sign Revisions
"Q" St. Interchange (I-105)
McKenzie R.-Willamette R. Section
Pacific Highway
Contract No. 8187

You requested that we check the past accident experience and comment on Region III's proposal for replacement and redesign of signing and sign supports at the "Q" Street interchange. The attached collision diagram shows the fixed object accidents that involved sign poles, light poles, and raised islands. No other type of accidents are shown. The collision diagram covers the 12 year 7 month period from 1-1-63 to 7-31-75. It indicates that there were only six such accidents during this period of time. There was one fatality and nine persons were injured. All six accidents ocurred during day light hours. Only one of the accidents involved a sign pole and this was the fatality.

In view of the past accident experience it would not appear that there is any great urgency to the proposed project although it would be quite desirable to do away with the fixed objects.

for L. E. George
Traffic Engineer

RDT:rj
cc: Alfred Shirley, Jr.
C. T. Keasey

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 1, 1975

FILE: CON 5 #8187

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Proposed Sign Revisions
"Q" St. Interchange (I-105)
McKenzie R.-Willamette R. Section
Pacific Highway
Contract No. 8187

Attached is a proposal from Region III for replacement and redesign of signing and sign supports at the "Q" Street (I-105) Interchange on the subject project.

A discussion with Traffic Engineering indicates that the proposed revisions would have been included in the current Safety project had they been proposed during the location and design stages.

The contractor has stated verbally that he has a proposed subcontractor who could get the required materials and complete the work within a short time (30-45 days) after the scheduled completion of the existing contract work (December 1975).

Cost of the proposal is estimated at approximately $156,000 from contractor's preliminary quotations. This would require an overrun of the project authorization of approximately 27 percent.

In the approximate 20 year history of accidents involving the existing gore-point butterfly signs, I am aware of two or three fatal accidents. There may have been other accidents involving these signs, and a review of the accident history is probably in order.

I am not aware of any alarming accident history which would dictate an urgency to make the proposed changes.

Unless Traffic Engineering has information to the contrary which would dictate this urgency, and in view of the $156,000 price tag and the necessity to overrun the project authorization to accomplish the work, I recommend that it be done under a separate new contract.

CTK:fr
Att.

cc: Alfred Shirley, Jr.
L. E. George

RECEIVED
OCT 1 1975
Office of
Assistant State Highway Engineer

RECEIVED
[illegible]
TRAFFIC ENGINEERING

REFER TO
Traffic
By Asst. State Hwy. Engr.
Yr recommendations please —

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 3, 1975

FILE: CON 5

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: McKenzie River-Willamette River
Contract No. 8187

Attached is a letter from Ellis Jones setting forth contractor quoted prices for proposed replacement sign supports and illumination revisions on the subject project. Negotiations have been going on for quite some time and I feel certain these are the best prices we are going to get.

Would you please let me know if we should proceed with a Price Agreement or hold off for a separate contract. In the interests of safety, I recommend we proceed immediately with this work to remove the existing "butterfly" sign supports in gores.

JXW/cw
Attach.

cc Ellis Jones

P.S. It's interesting to note that now painting is more costly than galvanizing.

9-19-75
J. X. inquiring
about this.
J. B.

1 Keasey V Routing
2 Bond [illegible]
Jackmond
Harwood
9-15 Johnsen [illegible]
Walker
RECEIVED
SEP 5 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Eugene, Oregon

DATE August 28, 1975

TO J.X. Wilson
Region Construction Engineer
Roseburg, Oregon

FROM Ellis H. Jones, Resident Engineer

SUBJECT
McKenzie River-Willamette River
Contract: 8187
Extra Work for furnishing and installing sign bridges and cantilever sign structures and related equipment

The following data has been compiled for the proposed additional signing and illumination for the subject project. Prices for the anticipated additional work have been obtained from the contractor after extensive negotiations both by the State and contractor, as well as the contractor and his suppliers.

The proposed additional work has been catagorized into the following pay items:

1. Remove existing sign bridges and cantilever sign structures.
   $5600.00 + 15% = $6440.00

2. Remove and reinstall existing signs on new structures.
   $4800.00 + 15% = $5520.00

3. Furnish and install new sign bridges and cantilever sign structures.
   $64,365.00 + 15% = $74,019.75

4. Construct sign bridge and cantilever sign structure footings.
   $45,000.00 + 15% = $51,750.00

5. Furnish and install new sign bridge and cantilever sign structure and related equipment.
   $9750.00 + 15% = $11,212.50

(Note: An additional $10,814.60 would have to be added to the total price if the sign bridges and cantilever sign structures are painted instead of galvanized.)

6. Modify the existing roadside illumination installation, which-involves lowering 9 existing concrete pole base foundations and furnishing and installing 14 type I transformer bases.
   $6000.00 + 15% = $6900.00

After careful consideration of the above submittal, we feel that by eliminating the painting of the sign structures ($10,814.60), a price agreement could be initiated for a total of approximately $155,850.00.

Enclosed are the plans and specifications for the proposed additions to the contract.

BLP & LDL/kj

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Lane

Intersection of "Q" St. Interchange and Eugene-Springfield Hwy.

Highway Number 1(I5) & 227(I-105) MP. 193.56 - MP. 194.40 MP. 3.11 - MP. 3.97

Period Covered 1-1-63 7-31-75

Compiled by [illegible] Drawn by ______ Date 10-16-75

LEGEND

- ● Person Killed
- ◁---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

8-Mos. available - 1969

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal: MP. 3.57 12-11-70
Clr, Dry, Light 11:15 AM 1K 2 Inj.
Ebd car making l/t from wrong lane,
struck by Ebd. truck-trailer, forced
into sign post [illegible]

Day- 6
Nite- 0
[illegible] 6

Collision Type	1963-1969				1965 Th[illegible]				[illegible] 1975				1 [illegible] 1975				T[illegible]			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement									1			1					1			1
Parking																				
Non-collision																				
Fixed Object						2		2		1	2	3						3	2	5
Pedestrian																				
Backing																				
Misc																				
TOTAL				0		2		2	1	1	2	4				0	1	3	2	6

Form E-261-6-70

I-5

Salem, Oregon
June 3, 1975

Frank E. Terpin FET
Final Design Engineer

Ellis Jones
Resident Engineer

Request for Cross-sections
McKenzie River-Willamette River Sec.
Pacific Highway
Lane County
Contract No. 8187

Pursuant to request for replacement of two sign bridges and two butterfly sign structures at the "Q" Street Interchange, we request that cross-sections be taken at the following stations:

"Q-W"	126+50 Rt.	(Cantilever)
"Q-W"	141+60	(Sign Bridge)
"Q-E"	113+00	(Sign Bridge)
"Q-E"	131+65 Lt.	(Cantilever)

We request that these cross-sections be taken from thirty feet beyond the edge of paved shoulder to a similar point on the other side of the highway for the sign bridges, and from thirty feet beyond the edge of paved shoulder to the lane stripe between lanes for the cantilevers. We ask that sections show guard rail, if any, the edge of paved shoulder, edge of travel way and any lane stripes that occur at the requested locations.

WGB:we
Attachments
cc: C. T. Keasey
Alfred Shirley Jr.
W. G. Beard

8187 4-14-75 R

U. S. DEPARTMENT OF TRANSPORTAT— FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
I-5-4(81)193

STATE PROJECT NO.
McKenzie River-
~~Willamette River~~

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-812

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
FOR

DATE PS&E APPROVED April 9, 1975	DATE AUTHORIZATION EFFECTIVE April 9, 1975	FEDERAL ROUTE NUMBER Interstate Route 5 STATE ROUTE NUMBER Pacific Highway Route No. 1

GENERAL LOCATION:
I-5 McKenzie River to Willamette River (Approximately 4.78 miles)

GENERAL DESCRIPTION OF WORK:
Grade, drain, barrier rail and sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Temporary Erosion Control 2,500
On the Job Training 800
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's April 7, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-16-75
ORIGINAL TO
L. W. Rulien
w/att

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE April 14, 1975	SIGNATURE OF APPROVING OFFICIAL C R Burglundt for	TITLE Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

4-8-75

812

Transaction number 4-54

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-8-75
BY (Signature): L.W.Rulien's April 1, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 812 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
812	I-5-4(81)193	0.0	660,000	609,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
McKenzie River - Willamette River Section. Lane County-State of Oregon.	Grade, Drain, barrier-rail and signing.

RECEIVED
STATE HWY ENG
APR 10 '75
REFER TO
Hunter

REMARKS (Division)

4-14-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 10 1975
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 4-8-75

SIGNATURE AND TITLE: C K Burkhardt
for
G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.890

8187

R

Robert W. Straub
XXXXXXXXXX

April 1, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-4(81)193

We are submitting program data for one project, Item No. 812, Project No. I-5-4(81)193, "McKenzie River-Willamette River Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is our intention to receive bids for this project on May 1, 1975.

We request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

Encl.

DRH:ljt

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

April 1, 1975

Budget Bureau No. 41-R2067

U.S.

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, McKenzie River to Willamette River 21 65	**ADT**	PRESENT 20,600	FUTURE 33,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., Barrier-Rail & Sign 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S): I- 14 23 NUMBER: 5-4

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lane
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. I FEDERAL-AID: I-5 STATE: 1 (32) U.S.: I-5 (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-5, McKenzie River to Willamette River (approx. 4.78 mi.)					
5					**ROW**							
5					**CONST** (CODE) (Safety) Y002 Y007 Y101 Y106		"McKenzie River- Willamette River"	0.0	660,000	609,000	51,000	
CARD 1 / CODE 1	PREPARED BY						PROJECT TOTALS	0.0	660,000	609,000	51,000	
1	14								(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES

REMARKS Additional Data:
Items Nos. 125, 152A, 15
Project Nos. I-5-4(25),(3
respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 1, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, McKenzie River to Willamette River		20,600	33,500	95	10	Oregon	41	042	812

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Barrier-Rail & Sign								I-	5-4	(81)	193	

UNDS: Interstate

A: Eugene

COUNTY NAME: Lane — CODE: 039

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, McKenzie River to Willamette River (approx. 4.78 mi.)						Safety revisicns of roadway slopes involving grading, minor drainage structures, guardrail, median barrier, signs and other appurtenances. ROW - 300' normal; Access Control-Full; Parking Restrictions
ROW								
CONST (CODE) (Safety) Y002 Y007 Y101 Y106		"McKenzie River-Willamette River"	0.0	660,000	609,000	51,000		
		PROJECT TOTALS	0.0	660,000	609,000	51,000		

ED BY

M APPROVAL DATES

REMARKS Additional Data:
Items Nos. 125, 152A, 153 and 751;
Project Nos. I-5-4(25),(35),(37), and (76), respectively.

(OVER)

USCOMM DUSCOMM-DC 48808-P61

McKenzie River-Willamette River Section

Project No. I-5-4(81)193

REMARKS (cont'd.)

PROJECT DATA: The work under this project consists of safety revisions to bring to present Interstate standards; (1) roadway slopes involving grading; (2) minor drainage structures; (3) guardrail; (4) median barrier; (5) signs; and (6) other appurtenances.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

(a) Public Hearings---Not required under provisions of Par. 6c.

(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 4.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

I5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 17, 1975

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
FILE:
RECEIVED
MAR 25 1975
NOTED: ☑ ☐ ☐

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: Alfred Shirley Jr.

SUBJECT: Cross-sections
McKenzie River-Willamette River Sec.
Pacific Highway
Lane County

The above-named safety project section is currently scheduled for bid opening on May 8, 1975.

In order to complete the signing portion of this project, we would appreciate cross-sections of the locations indicated. The existing station is shown first in parentheses and the new location is shown next.

(344+70 Lt.)	344+65 Lt.	McKenzie River
(384+10 Rt.)	384+25 Rt.	Belt Line Road, Santa Clara 1 Mile
(385+92 Lt.)	385+80 Lt.	Albany 39, Portland 105
(407+55 Rt.)	407+70 Rt.	Airport Next Right
(494+27 Rt.)	494+40 Rt.	Univ. of Oregon, McKenzie River Next Right
(562+40 Lt.)	562+25 Lt.	Eugene, Springfield 1/2 Mile
(570+50 Rt.)	570+60 Rt.	Glenwood 1 Mile, & Gas, Food, Lodging
(572+69 Lt.)	572+65 Lt.	Day Is. Rd.
(578+50 Rt.)	578+55 Rt.	Willamette R.

We would appreciate these cross-sections be taken from the fog line out to 60 feet where there is no guard rail and out to 30 feet where there is guard rail.

Due to the close proximity of the bid opening date, we would appreciate receiving these cross-sections at your earliest convenience.

RECEIVED

3/26/75
Herewith above requested information

cc Region Office #

WGB:we
cc: C. T. Keasey
W. G. Beard

3/21 D. Greene ✓
Please obtain X-Sections as requested and send directly to Rd. Design
M S Harris

NOTED
W. G. BEARD

8187

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 4, 1975

FILE:

FROM: W. E. Cole
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: McKenzie River-Willamette R. Sec.
Pacific Highway
Lane County

Region Construction Engineer, J. X. Wilson, informed me by telephone (2/27/75) that due to the small quantities on this project and the time element required to develop sources that aggregate material and borrow material will come from commercial sources.

WEC:jh
cc: J. X. Wilson
D. L. Trout

8188 Spray Rock Production Project 197
located W of Spray
John Day Highway

8188

August 26, 1975

Fireman's Fund Insurance Co.
921 SW Washington St.
Portland, OR 97205

Attn: Fidelity & Surety Dept.

Gentlemen:

On August 14, 1975, we wrote to you concerning release of final payment on Contract No. 8188 awarded to D McD Corporation for the Spray Rock Production Project of the John Day Highway in Wheeler County.

Final payment on this contract is $2,938.40 and the total contract amount is $58,775.14. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: D McD Corporation
PO Box 1012
La Grande, OR 97850

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8188

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

B

SECTION: Spray
WEEK ENDING: July 26, 1975
SECTION PREFIX: 35 - 8318
HIGHWAY: John Day
COUNTY: Wheeler
NAME OF JOB: Spray Rock Production
KIND OF WORK: rock production
CONTRACTOR: D McD Corporation
CONTRACT NUMBER: 8188
FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: May 5, 1975
DATE WORK STARTED: May 27, 1975
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 68,264.90
SPECIFIED COMPLETION DATE: August 31, 1975
PERCENT OF TIME ELAPSED: 69
EXCLUSIVE OF ENGINEERING: $ 62,302.90
ENGINEERING AUTHORIZATION: $ 5,962.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 58,775.52
ENGINEERING COST TO DATE: $ 5,977.53
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %
PERCENT OF AUTHORIZATION: 100 %
DATE PROJECT WAS COMPLETED: July 21, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE			11,000 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,844.19		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

K
9

RECEIVED
28 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Stockpiles remeasured
WEDNESDAY	
THURSDAY	Semi-final estimate finished
FRIDAY	
SATURDAY	

REMARKS

Semi - final estimate finished. Will be submitted upon receipt of form 124 from the contractor.

This will be the final weekly report on this project.

SIGNED W E Hoffman LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

John Day, Oregon
July 24, 1975

To: W. E. Schwartz
Region Engineer
LaGrande, Oregon 97850

SUBJECT: Narrative Report
Spray Rock Production
Contract No. 8188
John Day Highway

Work started May 27, 1975 and was completed July 21, 1975. Contractor was D Mc D Construction Company of LaGrande. The contractor elected not to use the suggested state owned source and opened a quarry of his own on private property about 3 miles away.

The contractor felt that the suggested source was too blocky, too broken on top from an old shot, and too hard to get equipment on it. This assesment is basically correct. In order to work this quarry from the top as it would have to be, it will be necessary to shoot a roadway up.

The quarry used is about one-half mile up Alder Creek county road at M.P. 80.90, on the property of De Wayne Simmons. It has no overburden and no natural fines. It has been designated No. 35-33-5 by the Region Geologist. If remaining available, it will certainly be used for any subsequent projects in this area in place of our source, which is a difficult thing to work.

W E Hoffman

W. E. Hoffman
Resident Engineer

Versteeg
A. Olson
Terpin 248
Scott
M Swenson
R. Olson
Trout

RECEIVED
AUG - 4 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

9187

R

GEOLOGY
AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321
Telephone (503) 928-5386

Prospective site
- no number assigned

Pros. Rock Production
Ident. No. ______
Sent ______ By ____

Info
Inves
R/D
D/R
Sign
Act
FOR
REFER TO

RECEIVED
MAY 22 '75
STATE HWY ENG

RECEIVED
MAY 23 1975
Office of Assistant State Highway Engineer

To

REPORT OF ON-SITE INSPECTION

Oregon State Highway Division
P. O. Box 850, 2111 Adams
LaGrande, Oregon 97850

5-23-75
TAA

Site Identification

¼ Sec. NW Sec. 12 Twp. 9S Rge. 23E

County Wheeler

☒ This is to notify you that an on-site inspection of your property described above was made on May 13, 1975.

☒ Pursuant to ORS 517.800(3), the fee for an on-site inspection by the Department is $100.00. Please remit this amount within 30 days of the inspection date shown above. Checks should be made payable to the State Department of Geology.

☐ A supplementary on-site inspection was made by the Department, for which there is no charge.

REMARKS:

Site identified as "Spray Section - Rock Production" - John Day Highway

- Practically no top soil in area
- Old quarry site with steep and broken face
- Natural ground lines north of highway are steep, rocky, profiles rising to the north and extending beyond quarry limits
- The Development plans as presented are practical
- The new work should be from the top down with the access road coming from either the extreme east end or from the west beyond the stockpile site
- Recommend safety benches or berms be constructed attop.
- Reject fines and soil should be protected by a layer of crushed stone during storage.

Inspected by Standley L. Ausmus

Signature

Title Administrator, Mined Land Recl[illegible]

Date May 19, 1975

8189 Elkhead Rd Intch-Rice Hill 1975
Intch Sec Pac Hwy S of Cottage Gr.
(Grade, pave & signing)

FORM 81-7 14-3030

OREGON STATE HIGH

STATE COPY

☆U. VERNMENT PRINTING OFFICE: 19 4 - 732 - 628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 4-20-79	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-3(99)148
COMPLETION DATE 9-19-77	ACCEPTANCE DATE BY CONTRACT AGENCY 4-10-78	TIME ELAPSED 126 %	CONTRACT TIME 325 days
APPROVED EXTENSIONS 79 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAY 3 - 79
REFER TO
5-4
c.: to Keaney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ELKHEAD-RICE HILL SECTION
PACIFIC HIGHWAY
Pavement Overlay & Safety Work

The contractor was granted a time extension of 79 days, leaving 7 days liquidated damages.

The contractor was assessed $10,500 for poor alignment of the precast median barrier. The barrier is totally functional. Poor alignment affects only the aesthetic quality of the roadway. An estimate of "cost to cure" was used to determine the penalty.

The State recomputed the A.C. penalties in accordance with our March 1978 agreement. The total difference in penalty is $8,995. As previously agreed, $4,497 will be credited on a non-participating basis.

COPY SENT
1979

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. Hossner	
TITLE Area Engineer	DATE 4-25-79	TITLE Field Operations Engineer	DATE 4-30-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8189

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 17, 1979

FILE: CON 5 #8189

MGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Elkhead Rd. Int.-Rice Hill Int.
FAP No. I-5-3(99)148
Contract No. 8189
Recomputed Price Adjustments for
Non-Spec. A.C. Mixtures

The price adjustment for non-spec. A.C. mixtures has been recomputed in accordance with our March 1978 agreement with FHWA.

Bid Item	Amount P.A. #20 Revised	Recomputed Amount
#16 Class "B" or "C" A.C. Mixture	$662.80	$9,370.36
#17 Class "E" A.C. Mixture	-0-	287.20
Totals	$662.80	$9,657.56

The difference in amounts is $8,994.76. The amount to be credited to the project on a nonparticipating basis is $4,497.38.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley
Vernon Shull
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 19 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

8189

9

April 17, 1978

St. Paul Fire & Marine Ins. Co.
Portland Office
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On April 12, 1978, we wrote to you concerning release of final payment on Contract No. 8189 awarded to S. D. Spencer & Son for work on the Elkhead Rd. Intchge.-Rice Hill Intchge. Section of the Pacific Highway in Douglas County.

Final payment on this contract is $500.00 and the total contract amount is $1,646,966.62 including $10,872.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Victor S. Risley Co.
804 Board of Trade Bldg.
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

Yellow File Copy

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 15, 1978

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

We have reviewed your request for a complete extension of time on Contract No. 8189 for work on Elkhead-Rice Hill on the Pacific Highway in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 79 days is granted. Seven days liquidated damages are assessed for time work was being done on te project 8-30 through 9-3-76 and 6-20 and 21, 1977.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ji
bc: C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek
Vern Shull

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 7, 1978

In reply refer to: HB.3-OR

SUBJECT:
Oregon Project No. I-5-3(99)148
Elkhead-Rice Hill Section
Pacific Highway
Contract No. 8189

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur with the 79-day time extension recommended in your February 10, 1978 memorandum.

I understand seven days of liquidated damages will be charged at the rate of $200 per day.

for
G. L. Green

RECEIVED
STATE HW'Y EN
MAR 14 78
REFER TO
FOR

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: February 10, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
FAP No. I-5-3(99)148
Elkhead-Rice Hill
Contract No. 8189

S. D. Spencer & Son have requested a complete time extension of 86 days because it was allegedly not properly charged to the contract. Some pertinent dates are as follows.

Bids opened	5-8-75	
Contract sent	5-30-75	
Start time count	6-11-75	
Site work started	6-16-75	
(By 11-29 with 59% of time counted, the project was 70% completed)		
325 calendar workdays expired	8-29-76	Project 95% complete
409 days charged to beginning of winter "no-count" period	12-1-76	
2 days counted June 20-21, 1977 when concrete barrier corrective work performed		
Project completion date of record	9-19-77	86 days liquidated damages @ $200 per day = $17,200

There were actually only seven days of activity on the project after the contract time expired August 29, 1976. Five days of this was immediately thereafter on cleanup and guide posts. The last two days were in June 1977 when the contractor came back and did some corrective work (grinding) on the concrete barrier. A controversy over acceptability of the concrete barrier has been the main reason for the delayed acceptance of the project and the accrual of days charged to the contract time.

We propose to charge liquidated damages only for the days on which there was actually work performed on the project. This amounts to seven days. On this basis, there would be a 79-day time extension.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Traffic had full use of the project during that time and the assessment of liquidated damages would not be appropriate. We put a value on the contractor's shortcomings with respect to the barrier by means of a penalty rather than with time liquidated damages. Your concurrence in the above extension is requested.

JAB:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Richard Hacek
Robert Church
Vern Shull

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8189

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 3, 1978

JB

FROM: John A. Bond
for Contract Administration Engineer

SUBJECT: Elkhead-Rice Hill
Contract No. 8189
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

S. D. Spencer & Son have requested a complete time extension of 86 days because it was allegedly not properly charged to the contract. Some pertinent dates are as follows:

Bids opened 5-8-75
Contract sent 5-30
Start time count 6-11
Site work started 6-16
(By 11-29 with 49% of time counted, the project was 70% completed)
325 calendar workdays expired 8-29-76 Project 95% complete
409 days charged to beginning of winter "no-count" period 12-1-76
2 days counted 6-20 & 21-77 when concrete barrier corrective work performed
Project completion date of record 9-19-77 86 days liquidated damages @ $200 per day = $17,200.

There were actually only seven days activity on the project after the contract time expired 8-29-76. Five days of this was immediately thereafter on clean up and guide posts. The last two days were in June of 1977 when the contractor came back and did some corrective work (grinding) on the concrete barrier. A controversy over acceptability of the concrete barrier has been the main reason for the delayed acceptance of the project and the accrual of days charged to the contract time. There have been prolonged discussions and review of this matter and just today we have secured formal approval from FHWA of a penalty on the barrier in the amount of $10,500 to be assessed against the contractor. This may still be controversial with the contractor, but at least we are now in the clear to get our project accepted by FHWA.

I concur with the Region concept to charge liquidated damages only for the days on which there was actually work performed on the project. This amounts to seven days. On this basis, there would be a 79-day time extension. Traffic had full use of the project during that time and the assessment of liquidated damages would not be appropriate. We try to put a value on the contractor's shortcomings with respect to the barrier by means of the above-mentioned barrier penalty rather than with time liquidated damages. Under the circumstances that have evolved on this project, I believe we should also secure FHWA approval. Rough draft letters for that purpose and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 3 '78
REFER TO
FOR
File
A A
Sign
D/R
R/D
Inves
Info

Form 81-734-2330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date November 7, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 325 days to 411 days, within which to complete our Contract No. 8189, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Statement

Respectfully submitted,

S. H. Spencer & Son
Contractor

By

CONSENT OF SURETY

Date November 7, 1977

We, ST.PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Marjorie J. Berg
Attorney-in-fact

(SEAL)

VICTOR S. RISLEY CO.
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8189 Contractor S. D. Spencer & Son

Highway Pacific

Section Elkhead Rd. Interchange to Rice Hill

Kind of Work

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 79-day extension of contract time with seven days assessment of liquidated damages when the contractor actually worked after the time allowed expired 8-29-76.

Recommended for Approval:

Region Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*19663-734

Statement in Support of Request for Increase in Number of Workdays to Complete Construction Contract

USHD #8189--Elkhead Road Interchange to Rice Hill

The request for 86 additional workdays is based on the following:

On September 3, 1976, the project was complete and usable to the traveling public without interruptions or delays. The item remaining to be done at the end of the allowable workday count was acceptance of the concrete median barrier. Many discussions and negotiations were held on this subject and finally an agreement of acceptance was negotiated on September 14, 1977.

It is our contention that no workday count should have occurred during the period of negotiations. The project was substantially complete, usable and functional to the traveling public.

1. We did not inconvenience the traveling public.

2. We did not obstruct traffic.

3. There was no interference with business or commerce.

8189

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 30, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project I-5-3(99)148
Elkhead Road-Rice Hill Interchange
Contract No. 8189
Concrete Barrier Acceptance

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

I agree with Mr. Bond's January 24, 1978, proposal to penalize the contractor $10,500 for the non-specification median GM rail installed on the subject project.

G.K. Hossner
for G. L. Green

cc:
OSHD (C.T. Keasey, Constr)

RECEIVED
STATE H'WY ENGR
FEB 2 '78
REFER TO
FOR
Info Inves R/D D R Sign Att File

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: October 12, 1977

In reply refer to: HB3-OR

SUBJECT: Oregon Project I-5-3 (99) 148
Elkhead Road Int. - Rice Hill Int.
Pacific Highway

FROM : G.L. Green, Division Administrator

TO : H. S. Coulter, State Highway Administrator

Mr. Keasey's memo, dated October 4, requested my approval of PA No. 23, to accept non-specification concrete median barrier.

I do not feel the information contained in Mr. Keasey's memo is adequate to support your recommended action.

The Resident Engineer's memo dated September 14, 1977 stated that the contractor was informed nearly two years ago that the barrier was unacceptable.

I do not agree with the Division Engineer's comment that two years rental would be due the contractor if it is not accepted.

The basis for determining the price reduction is not explained. It seems that the use of the "cost-to-cure" concept is appropriate in this situation.

I do not approve PA No. 23 as submitted.

If you wish to pursue this settlement, please provide additional explanation on the chronology of events allowing installation of the unacceptable barrier and the basis for determining the price reduction.

G.K. Hossner
for G. L. Green

8189 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elkhead Rd. Int.- Rice Hill Int.

WEEK ENDING: September 28, 1977

SECTION PREFIX: 610-1053

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Elkhead Rd. Int.-Rice Hill Int.

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: S. D. Spencer & Son

CONTRACT NUMBER: 8189

FEDERAL AID PROJECT NUMBER: I-5-3(99)148

DATE OF CONTRACT: May 15, 1975

DATE WORK STARTED: May 30, 1975

ESTIMATED COMPLETION DATE: Sept. 19, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR ~~DAYS~~ Workdays 325

WORK DAYS USED:

CALENDAR ~~WORK DAYS~~ Workdays 411

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 126.5

PROJECT AUTHORIZATION: $ 1,835,014.22

EXCLUSIVE OF ENGINEERING: $ 1,704,524.32

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,656,774.27

ESTIMATED PERCENT: XXXXXX UNDERRUN 1.5 %

ENGINEERING AUTHORIZATION: $ 130,489.90

ENGINEERING COST TO DATE: $ 149,800.00

PERCENT OF AUTHORIZATION: 114.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.5

DATE PROJECT WAS COMPLETED: Sept. 19, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~WATERPROOF~~ Guardrail	Signing	Conc. Barr.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.1	7.1			7.1
MILES PARTIALLY COMPLETED	7.1	7.1			7.1
MILES COMPLETED	7.1	7.1			7.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,500 c.y.	41,400 ton			58,900 ton
TOTAL QUANTITIES CORRECTED TO DATE	20,300	47,061			60,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,300	47,061			60,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Shut Down Order
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD

Routing
Keasey K
Bond
Jackmon
Hopkins
Johnsen
Inloes

RECEIVED
SEP 29 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final was submitted to the Region Office Sept. 28, 1977.

This is the final report.

SIGNED V. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#9151 [illegible] 2

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO. I-5-3(99)148

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO.

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED: 4-16-75

DATE AUTHORIZATION EFFECTIVE: 6-24-77

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

"Elkhead Road Interchange-Rice Hill Interchange"

GENERAL DESCRIPTION OF WORK:

Patch rough pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXD XXXXXXXXXXR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-12-77 and based on the data submitted, you are authorized to proceed with the use of State forces as being in the public interest, under State Force Order No. 3 at a total estimated cost not to exceed $2,698.

Price Agreement No. 21 has been executed to charge the above amount for work performed to Contractor.

DATE: 8-19-77

SIGNATURE OF APPROVING OFFICIAL: G.K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 197[illegible]

Form R-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Elkhead Rd. Int.-Rice Hill Int. Date Feb. 22, 19 77

Highway Pacific Contract No. 8189 F. A. Project No. I-5-3-(99)148

County Douglas Prefix 610-1053 Account No. 240-03

Description of Work To Be Done:

Patch rough pavement.

Location by Station Numbers:

696- 885- 1005

Estimate of Quantities and Costs:

71 tons Asphaltic Concrete Mixture @ $38.00 = $2,698.00

Explanation: The contractor attempted to patch some rough pavement areas with very poor results. The Region Engineer gave the contractor the option of paying for State Forces to do it right. The contractor elected to do so. Estimate of costs obtained from the District Engineer. (Deducted on P.A. 21)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $1,834,014.22

Present estimate of project cost, including $ 2,698.00 for work under this order $1,779,940.00

Expected under-run ~~over-run~~ (amount) . . . . . . $ 55,074.00

Expected under-run ~~over-run~~ (per cent) 3.0

Space to right of this line is for use of Salem Office

Submitted by: Vernon E. Shull
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
for Christo,

5-24-77

State Printing

8187

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-66		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
MODIFICATION NUMBER 3	8-9-77	Project Number I-5-3(99)148

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,789,835	$ 1,825,835
Federal funds	$ 1,651,658	$ 1,684,800
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities. No change in present additional funds under PL94-30 in the amount of $110,541.60

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Oregon State Highway Division
Salem, Oregon August 4, 1977

Federal Aid Project
No. I-5-3(99)148 Safety

Elkhead Rd. Interch. - Rice Hill Interch. Section
Pacific Highway In Douglas County

Revised Project Agreement Estimate

Type Code 6201
Roadway Safety (Sta. 693+00 to Sta. 1066+00)
Total same as previous estimate of May 30, 1975 $ 747,075.00

Type Code 6201
Roadway Paving (Sta. 693+00 to Sta. 1066+00)
Subtotal on previous estimate of May 30, 1975 $ 947,964.00

Previous Estimate			
Aggregate Shoulders	41,400 Ton	4.00	165,600.00
Asphalt Cement in Mixture	3,870 Ton	80.00	309,600.00
			$ 475,200.00
Revised Estimate			
Aggregate Shoulders	47,062 Ton	4.00	$ 188,248.00
Asphalt Cement In Mixture	3,996 Ton	80.00	319,680.00
			$ 507,928.00
	Increase		32,728.00
	Subtotal		$ 980,692.00
	Engineering		98,068.00
	Total		$1,078,760.00

Length of Project - - - - - - - - - 7.090 miles
Cost of Roadway (Safety) per mile - - - -$105,370.23
Cost of Roadway (Paving) per mile - - - -$152,152.33

SUMMARY OF FUNDS (92.28%)

Description	Total Cost	Federal Funds	State Funds
Roadway Safety	$ 747,075.00	$ 689,400.00	$ 57,675.00
Roadway Paving	1,078,760.00	995,400.00	83,360.00
Total	$1,825,835.00	$1,684,800.00	$141,035.00

Group 1 - 100%
Contract No. 8189
Prefix 610-1053

1-5

NARRATIVE REPORT

Anlauf Int.-Elkhead Rd. Int. 610-1052 Cont. 8184 I-5-3(100)155

Elkhead Rd. Int.-Rice Hill Int. 610-1053 Cont. 8189 I-5-3(99)148

Pacific Highway Douglas County

S. D. Spencer & Son was the successful low bidder on both the Anlauf Int. - Elkhead Rd. Int. project which was awarded on May 5, 1975 & the Elkhead Rd. Int. - Rice Hill Int. project which was awarded on May 15, 1975. The contractor worked the major parts of both projects simultaneously so this narrative is being written to cover both projects.

Work commenced on both projects on Friday May 30, 1975 with the contractor doing minor clearing work. The contractor then concentrated on Anlauf - Elkhead Sec. going ahead with clearing & commencing earth work on Wednesday June 18, 1975. Due to the nature of the excavations, narrow sliver rock cuts adjacent to the shoulders which required drilling & shooting, the contractor was unable to operate within the specifications which did not permit any lane closures to traffic for the contractors earthwork operation. Work was temporarily halted on June 25, 1975 until a decision was made & approved to write a documentary price agreement changing the specifications giving the Resident Engr. authority to permit a lane closure for the grading operation. For any blasting operation all lanes were to be closed with the maximum closure time limited to 20 minutes. This change in specifications was necessary to safeguard the travelling public.

Work proceeded well with the grading operations. Excavated material was hauled to required embankment areas with all excess material placed in waste areas as directed by Engr. One problem arose when the contractor began exceeding the 20 minute maximum total lane closures by blasting loose more material than they could clean up in the allotted time. This was controlled by limiting the contractor to the quantity he was to shoot at any one time. The grading operation consisted of drilling & shooting when necessary, excavating with dozers, loading end spills with loaders & hauling to necessary sites. Spreading was accomplished with dozers & graders. There was no

REFERRED TO
1 Beers WKB 5 Dan Reed
2 Cole WEC Sample
3 Eriksen EE 4 Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Olson
1 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

compaction specification on project with all material being used either to widen shoulders & flatten slopes or being placed in waste areas. The grading was completed on Sept. 18, 1975.

Grading on the Elkhead Rd. Int. - Rice Hill Int. commenced on August 5, 1975. Earthwork on this section consisted of excavating from borrow areas & hauling & placing in areas where shoulders were to be widened & slopes flattened. There were no required cut areas. All excavations were common material & the contractor used scrapers & dozers to accomplish the operation. No problems were encountered. Grading was completed on August 15, 1975.

Drainage work commenced on June 30, 1975 on the Anlauf - Elkhead Rd. Section & continued uninterupted until completion on the Elkhead Rd. - Rice Hill Section on Oct. 16, 1975. No serious problems were encountered. The plans did not provide for adjusting the inlets along the curb section on the Anlauf - Elkhead Rd. project. A total of 17 inlets were affected. This was accomplished on an extra work basis as the contractor did not offer an acceptable price agreement.

The existing ME & MO inlets in the roadbed ditches presented a problem. They were installed too deeply in the ditches to permit construction of the 6:1 rock slopes required by the plans for safety upgrading without some modification or completely removing & reinstalling the systems at considerable expense. The problem was handled by covering a portion of the lower grate with a tack welded steel plate. Height of the steel plate was controlled by the 6:1 slope from the shoulder. Sufficient opening was maintained to handle the drainage from the ditches.

On both projects G-2MA inlets were substituted for paved end slopes in those ditch sections where a safe distance from the shoulder could not be provided. This was also on an extra work basis. The contractor would not agree to a satisfactory price for a P.A.

The plans for both projects called for excavating bridge ends & constructing asphalt impact panels. Obtaining satisfactory compaction & ride out of the deep asphalt panel proved to be extremely difficult & proved to be a temporary safety hazard. A decision was made to install the impact panels only at those bridge ends that showed distress & need. The structures at Curtiss Cr. Rd. Interchange, Elkhead Rd. Interchange, S.P.Railroad O-xing

& Rice Hill Interchange were in this category & asphalt impact panels were constructed.

In addition the Elkhead Rd. Int. & Rice Hill Int. structures were to have waterproof membrane applied. The Special Provisions listed the acceptable products & the sub-contractor chose to use Polytok 165. No problems were encountered membraning structure # 7636A at Elkhead Rd. Interchange. However on structure # 7644A at Rice Hill Interchange the membrane did not cure properly. The contractor removed this membrane & redid this structure using Protecto Wrap M-400. Due to the problem of completely removing all of the previous membrane residue from the surface a thin lift, ½", of "M" mix was placed on the deck & the membrane placed over this. No problems were encountered. The contractor used 65 lb. rolled roofing as covering for all the membraning.

The guardrail sub-contractor commenced operations on Monday, July 21, 1975, attempting to remove guardrail paint with chemicals. Paint removal was difficult & different methods were attempted until a satisfactory combination of chemical & water pressure was achieved. Paint removal continued intermittently until May 18, 1976. Removal & reinstallation of the guardrail commenced on July 31, 1975 & continued with interruptions until Sept. 3, 1976. Guardrail installation did not progress very satisfactorily. The contractor had considerable problems installing the posts for line & grade & the installation required a lot of post straightening & aligning. This operation kept an inspector busy full time for nearly a year. Considerably longer than should have been required.

The contractor commenced hauling shldr. aggregate on Aug. 15, 1975 to those locations where the guard rail had been moved back & created a possible safety hazard on the slope between the paved shoulder & the new guard rail installation. The contractor had to be constantly prodded to keep a safe installation for the traveling public at these locations & along the newly paved abrupt edges. The contractor completed placing shldr. aggregate on August 28, 1976.

Paving commenced on August 25, 1975 on the El[illegible]ll Section using "B" mix for the base course. The base course [illegible]ed on Sept. 19 on Elkhead Rd. - Rice Hill & on Nov. 5, 1975 on Anlauf Int. - Elkhead Rd. Int. A switch from "B" to "C" mix was made on Oct. 13, 1975. "E" mix was layed commencing July 14, 1976 on Anlauf - Elkhead & completed on July 30, 1976 on Elkhead Rd. - Rice Hill.

The contractors paving operation was a series of problems. They had considerable problems with gradation, dumping the mix in a berm & laying it satisfactorily. Penalty price reductions were written for mix out of spec. The contractor refused to sign these price agreements & may possibly contest them. The contractor used trucks for hauling the mix which had been modified from dumping transversely to longitudinally & they had problems getting the mix out of the trucks. Their paving machines were well used & broke down regularly. The project diaries record a continual dialogue & correspondence with the contractor to correct the deficiencies.

Compaction equipment was modern & in good condition. Problems which occurred in obtaining compaction were caused by breakdowns in furnishing water to the rollers.

Concrete Barrier for the projects was produced at a casting yard set up at Winchester on Beaver State Ready Mix property. A controversy arose over the status of 4-10 Logging Co. which was doing the casting as to whether they should be classified as suppliers or be subject to sub-contractor specifications. After a lengthy period the decision from the Oregon Attorney General's office was in favor of supplier status. Barrier production commenced June 26, 1975 & was completed March 17, 1976. Barrier was installed on the Elkhead Rd. - Rice Hill section commencing October 29, 1975 with the major portion of the precast ending on December 9, 1975. This barrier was placed by pouring a grout pad & then setting the barrier on it. Failure to make adjustments when necessary to control line & grade resulted in an unacceptable product. The contractor proved to only be interested in quantity & not quality despite admonishments & instructions from the Resident Engineer. The contractor failed to make any corrections & liquidated damages were charged until the cut-off date of Nov. 30, 1976.

On the Anlauf Int. - Elkhead Rd. Int. Section the contractor wisely decided to preset the barrier & pressure pump grout under it. This method worked very well, the only problem being they failed to do a satisfactory job of keep the scuppers under the barrier cleaned & resulted in having to go back with bars & jack hammers to do the cleaning. This work also was delayed by the contractor resulting in charging liquidated damages up to Nov. 30, 1976. Barrier installation commenced on Tuesday May 4, 1976 & ended with the poured in place barrier on June 29, 1976

All permanent signing on the projects was completed satisfactorily with no problems. The plans for the two projects showed an overlap with signing duplicated at the Elkhead Rd. Interchange. The overlapping signs were deleted from the Elkhead Rd. - Rice Hill Section & paid for on the Anlauf Int. - Elkhead Rd. Section.

A final inspection on the two projects was held on Sept. 26, 1976 by the Region Const. Engr. & FHWA Area Engr. The contractor contested the inspection & whether it was actually held. A meeting was arranged & held at the Region Engineers office on Oct. 14, 1976. At this meeting the contractor agreed to accept an inspection by the Region Engineer on discrepancies in the median barrier on Anlauf - Elkhead Rd. Section & promised to correct them immediately. However the only deficiencies corrected were on guard rail by the sub-contractor. A letter describing this meeting was written on Oct. 26, 1976 & copies sent to the Const. Engr. & State Hwy. Engr. A subsequent meeting was held on Dec. 22, 1976 again in the Region Engineers office. A letter describing this meeting was written on Dec. 28, 1976 with a copy to the Construction Engineer.

Work on the deficiencies commenced Feb. 16, 1977 & was completed Feb. 28, 1977 with the exception of settling the dispute over the concrete median barrier on Elkhead Rd. - Rice Hill Section. The contractor is attempting to settle this through a price reduction P.A.

Work on these projects was complicated by the fact the contractor held contracts for 8 different state projects within the life of these projects plus County & Federal contracts. Material was produced for & supplied to many of these projects at the same time. Co-operation with the contractor was not always very satisfactory.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

OREGON STATE HIGHWAY DIVISION

Anlauf Inter.-Elkhead Rd. Inter. Sec.
S.D. Spencer & Son-Contractor
Pacific Highway

Contract #8184
Prefix #610-1052
Fed. Aid. #I-5-3(100)155

Douglas County

STATEMENT OF OVER-RUNS AND UNDER-RUNS

CONTRACT AUTHORIZATION		FINAL AMOUNT		
Contract Amount	$2,404,180.30	Contract Amount $	2,354,092.61	
Add. Antic. Items	26,200.00	Add. Antic. Items	41,918.67	
Contingencies	109,367.11	Contingencies		
Engineering	194,430.42	Engineering	200,000.00	
Credit for Salv.G.Rail	31,471.30	Credit for Salv.G.Rail	1,660.14	
Total	2,702,706.53	Total	2,594,351.14	-4.026%

Item No. 1	Furnishing Field Laboratory		
	Original Estimate	$ 2500.00	
	Final Total	2500.00	
		0.00	
Item No. 2	Mobilization		
	Original Estimate	$76000.00	
	Final Total	76000.00	
		0.00	
Item No. 3	Temporary Protection & Direc. of Traffic		
	Original Estimate	$32000.00	
	Final Total	32000.00	
		0.00	
Item No. 4	Temporary Signs		
	Original Estimate	$ 9520.00	
	Final Total	9127.23	
	Under-run	$ 392.77	- 4.1 %
Item No. 5	Flagmen		
	Original Estimate	$28000.00	
	Final Total		
		$	
Item No. 6	Oversize Advance Construction Signs		
	Original Estimate	$ 5000.00	
	See P.A. # 2		
Item No. 7	Clearing & Grubbing		
	Original Estimate	$ 9000.00	
	Final Total	9000.00	
		$ 0.00	

Item No. 8	Removal of Structures & Obstructions		
	Original Estimate	$ 30,000.00	
	Final Total	30,000.00	
		0.00	
Item No. 9	Ditch Excavation		
	Original Estimate	$ 740.00	
	Final Total	357.80	
	Under-run	$ 382.20	-51.6 %
	All required for adequate drainage.		
Item No. 10	Embankment Foundation Excavation		
	Original Estimate	$ 3,150.00	
	Final Total	1,373.40	
	Under-run	$ 1,776.60	-56.4 %
	All required for stabilization.		
Item No. 11	General Excavation		
	Original Estimate	$142,560.00	
	Final Total	192,717.03	
	Over-run	$ 50,157.03	+35.2%
	See Price Agreement # 13.		
Item No. 12	Extra for Selected Rock		
	Original Estimate	$ 1,825.80	
	Final Total	5,949.49	
	Over-run	$ 4,123.69	+225.9 %
	Over-run due to using this item to stabilize a slide.		
Item No. 13	Trench Excavation		
	Original Estimate	$ 1,500.00	
	Final Total	409.70	
	Under-run	$ 1,090.30	-72.7 %
	All required for adequate drainage.		
Item No. 14	Finishing Roadbed & Slopes		
	Original Estimate	$ 15,000.00	
	Final Total	15,000.00	
		0.00	
Item No. 15	Furnishing & Placing Topsoil		
	Original Estimate	$ 180.00	
	Final Total	6,585.00	
	Over-run	$ 6,405.00	+3558.3 %
	See Price Agreement # 12.		
Item No. 16	Watering		
	Original Estimate	$ 14,300.00	
	Final Total	4,403.10	
	Under-run	$ 9,896.90	-69.2 %
	All required due to materials & weather.		

Item No. 17	Aggregate Shoulders		
	Original Estimate	$246,000.00	
	Final Total	214,114.68	
	Under-run	$ 31,885.32	-13.0 %
	All required.		
Item No. 18	Class 'B' or 'C' AC Mixture		
	Original Estimate	$579,420.00	
	Final Total	530,056.78	
	Under-run	$ 49,363.22	- 8.5 %
Item No. 19	Class 'E' AC Mixture		
	Original Estimate	$151,600.00	
	Final Total	168,124.36	
	Over-run	$ 16,524.36	+10.9 %
	Amount required for specified width & depth.		
Item No. 20	Asphalt Cement in Mixture		
	Original Estimate	$513,600.00	
	Final Total	493,830.40	
	Under-run	$ 19,769.60	- 3.9%
Item No. 21	Portland Cement Additive		
	Original Estimate	$ 12,160.00	
	Final Total	10,172.36	
	Under-run	$ 1,987.84	-16.3 %
	All required		
Item No. 22	Asphalt in Tack Coat		
	Original Estimate	$ 14,690.00	
	Final Total	9,626.50	
	Under-run	$ 5,063.50	-34.5%
	All required for adequate coverage.		
Item No. 23	10-inch Culvert Pipe		
	Original Estimate	$ 112.00	
	Final Estimate	0.00	
	Under-run	$ 112.00	-100 %
	None required.		
Item No. 24	12-inch Culvert Pipe		
	Original Estimate	$ 198.00	
	Final Total	88.00	
	Under-run	$ 110.00	-55.6 %
	All required for drainage involved.		
Item No. 25	18-inch Culvert Pipe		
	Original Estimate	$ 2,640.00	
	Final Estimate	2,724.00	
	Over-run	84.00	+ 3.2 %

Item No. 26	24-inch Culvert Pipe		
	Original Estimate	$ 3,200.00	
	Final Total	3,056.00	
	Under-run	$ 144.00	- 4.5 %
Item No. 27	30-inch Culvert Pipe		
	Original Estimate	$ 2,900.00	
	Final Total	5,400.00	
	Over-run	$ 2,500.00	+86.2 %
	Required for adequate drainage.		
Item No. 28	Conc. Inlets, Type G-2M		
	Original Estimate	$ 2,550.00	
	Final Total	0.00	
	See P.A. # 3	2,550.00	-100 %
Item No. 29	Guard Rail, Type 2A		
	Original Estimate	$143,385.00	
	Final Total	150,531.49	
	Over-run	$ 7,146.49	+ 5.0 %
Item No. 30	Guard Rail, Type 3		
	Original Estimate	$ 993.75	
	Final Total	666.48	
	Under-run	$ 327.27	-32.9 %
	More remained in place than anticipated.		
Item No. 31	Guard Rail Anchors, Type 1		
	Original Estimate	$ 2,600.00	
	Final Total	2,600.00	
		$ 0.00	
Item No. 32	Guard Rail Anchors, Type 2		
	Original Estimate	$ 3,705.00	
	Final Total	4,560.00	
	Over-run	$ 855.00	+ 23.1 %
	Required for guard rail runs involved.		
Item No. 33	Extra for Guard Rail Bridge Connections		
	Original Estimate	$ 735.00	
	Final Total	490.00	
	Under-run	$ 245.00	-33.3 %
	Partially placed under previous contract.		
Item No. 34	Rail End Pieces, Type A		
	Original Estimate	$ 159.00	
	Final Total	220.50	
	Over-run	$ 61.25	+38.5 %
	Amount required for guard rail involved.		
Item No. 35	Rail End Pieces, Type C		
	Original Estimate	$ 1,047.50	
	Final Total	1,047.50	
		$ 0.00	

Item No. 36	Extra for Paved Rock Surfacing Slopes		
	Original Estimate	$ 1,500.00	
	Final Total	1,500.00	
		$ 0.00	
Item No. 37	Concrete Barrier		
	Original Estimate	$289,800.00	
	Final Total	292,617.60	
	Over-run	$ 2,817.60	+ 1.0 %
Item No. 38	Paved Culvert End Slopes		
	Original Estimate	$ 9,800.00	
	Final Total	5,131.00	
	Under-run	$ 4,669.00	-47.6 %
	All required for culvert ends involved. Substituted G-2MA inlets on EWO # 5.		
Item No. 39	Guide Posts		
	Original Estimate	$ 3,924.00	
	Final Total	6,932.40	
	Over-run	$ 3,008.40	+76.7 %
	Required as temporary for winter traffic control & revisions to Standards on Interchange ramps.		
Item No. 40	Roadside Seeding and Mulching		
	Original Estimate	$ 8,880.00	
	Final Total	5,634.00	
	Under-run	$ 3,256.00	-36.7 %
	See Price Agreement # 14.		
Item No. 41	Removal of Existing Sign Installations		
	Original Estimate	$ 1,000.00	
	Final Total	1,000.00	
		0.00	
Item No. 42	Move and Modify Existing Signs		
	Original Estimate	$ 3,300.00	
	Final Total	3,300.00	
		0.00	
Item No. 43	Painted Wood Sign Posts		
	Original Estimate	$ 2,500.00	
	Final Total	0.00	
	Under-run	$ 2,500.00	-100 %
	See P.A. # 8.		
Item No. 44	Sign Support Footings		
	Original Estimate	$ 3,200.00	
	Final Total	3,200.00	
		0.00	
Item No. 45	Structure Mounts		
	Original Estimate	$ 425.00	
	Final Total	425.00	
		0.00	

Item No. 46	Breakaway Sign Posts		
	Original Estimate	$ 19,000.00	
	Final Total	19,000.00	
		0.00	
Item No. 47	Exit Number Supports		
	Original Estimate	$ 1,600.00	
	Final Total	1,600.00	
		0.00	
Item No. 48	Type "A" Signs in Place		
	Original Estimate	$ 5,200.00	
	Final Total	5,520.00	
	Over-run	$ 320.00	+ 6.2 %
Item No. 49	Type 'D' Signs in Place		
	Original Estimate	$ 1,080.00	
	Final Total	920.00	
	Under-run	$ 160.00	-14.8 %
	See P.A. # 16.		
P.A. No. 1	Change Class 'E' AC Gradation		
	Documentation Only		
P.A. No. 2	Oversize Advance Construction Sign		
	Original Estimate B.I. # 6	$ 5,000.00	
	Final Total P.A. # 2	3,494.70	
	Under-run	$ 1,505.30	-30.1 %
P.A. No. 3	Concrete Inlets, Type G-2M		
	Original Estimate B.I. # 28	$ 2,500.00	
	Deleted by P.A. # 3	0.00	
	Under-run	$ 2,500.00	-100 %
P.A. No. 4	Change Specifications, Lane Closure		
	Documentation Only		
P.A. No. 5	6-inch Perf. Drain Pipe		
	Original Estimate	$ 600.00	
	Final Total	1,005.00	
	Over-run	$ 405.00	+67.5 %
	Required for proper drainage.		
P.A. No. 6	Guard Rail Paint Removal		
	Original Estimate	$ 660.00	
	Final Total	701.72	
	Over-run	$ 41.72	+ 6.3 %
P.A. No. 7	Construct Manhole		
	Original Estimate	$ 1,398.00	
	Final Total	1,398.00	
		0.00	

P.A. No. 8	Unpainted Wood Sign Posts		
	Original Estimate B.I. # 43	$ 2,500.00	
	Final Total P.A. # 8	2,408.00	
	Under-run	$ 92.00	- 3.7 %
P.A. No. 9	Adjust Guard Rail Posts		
	Original Estimate	$ 1,120.00	
	Final Total	755.00	
	Under-run	$ 365.00	-32.6 %
	All required.		
P.A. No. 10	Change Specifications to Allow Contract Work on Friday and Saturday		
	Documentation Only.		
P.A. No. 11	Adjust Height of Median Barrier		
	Documentation Only		
P.A. No. 12	Topsoil - Increase Quantities		
	Documentation Only		
P.A. No. 13	General Excavation - Increase Quantities		
	Documentation Only		
P.A. No. 14	Seeding & Mulching - Decrease Quantities		
	Documentation Only		
P.A. No. 15	Commercial A.C. Mix		
	Original Estimate	$ 3,818.40	
	Final Total	7,660.28	
	Over-run	$ 3,841.88	+100.6%
	More required than originally estimated for areas involved.		
P.A. No. 16	Purchase Sign #2, Type D		
	Original Estimate B.I. #49	$ 160.00	
	Final Total P.A. #16	70.00	
	Under-run	$ 90.00	- 56.3 %
	All required		
P.A. No. 17	4" - 0 Ditch Bottom Lining		
	Original Estimate	$ 1,275.00	
	Final Total	1,394.47	
	Over-run	$ 119.47	+ 9.4 %
P.A. No. 18	Guard Rail Post Bolts		
	Documentation Only		
P.A. No. 19	Revised Laydown Spec's Class "E" A.C.		
	Original Estimate	- $ 3,790.00	
	Final Total	- 4,203.11	
	Over-run	$ 413.11	+ 10.9%

P.A. No. 20 Non-Spec. Class "D" A.C. Mixture
Original Estimate
Final Total
-$ 1,375.00

P.A. No. 21 Anti-strip Additive
Original Estimate
Final Total
Under-run
$ 18,540.97
18,422.14
$ 118.83
-0.6%

P.A. No. 22 Penalty Price Reductions
Non-Spec. AC Mixture, Liq. Asph.
& Compaction.
Final Total
$ 8,043.58

P.A. No. 23 Credit for Patching by State Forces
Final Total
$ 4,256.00

P.A. No. 24 Penalty Price Reduction
Non-Spec. Mat'l in Tack Coat
Final Total
$ None

EXTRA WORK ORDERS

E.W.O. No. 1 State Construction Striping
Original Estimate
Final Total
Over-run
$ 3,500.00
3,587.08
87.08
+2.5%

E.W.O. No. 2 State Responsibility for Damages
Original Estimate
Final Total
Under-run
All Required
$ 4,000.00
2,318.09
1,681.91
-42%

E.W.O. No. 3 Trainees
Original Estimate
Final Total
Under-run
All of Training Involved
$ 3,200.00
462.00
2,738.00
-85.6%

E.W.O. No. 4	Fencing		
	Original Estimate	$ 3000.00	
	Final Total	2965.00	
	Under-run	35.00	-1.2%
E.W.O. No. 5	G-2MA Inlets		
	Original Estimate	$ 7500.00	
	Final Total	6397.38	
	Under-run	1102.62	-14.7%
	All of work required		
E.W.O. No. 6	Cover ME Inlet Grates		
	Original Estimate	$ 350.00	
	Final Total	146.00	
	Under-run	204.00	-58.3%
	Less costly than estimated		
E.W.O. No. 7	Adjust Median Inlets		
	Original Estimate	$ 1700.00	
	Final Total	2031.48	
	Over-run	331.48	+19.5%
	More inlets involved than estimated		
E.W.O. No. 8	Correct Wet Area		
	Original Estimate	$ 10000.00	
	Final Total	14581.06	
	Over-run	4581.06	+45.0%
	Work was more extensive than estimated		
E.W.O. No. 9	Sign Mounting Brackets		
	Original Estimate	400.00	
	Final Total	470.77	
	Over-run	70.77	+17.7%
	More work involved than estimated		
E.W.O. No. 10	Metal Median Barrier Correction		
	Original Estimate	$ 290.00	
	Final Total	363.98	
	Over-run	73.98	+25.5%
	Original authorization in contract $290.00		
	adjusted more rail than estimated		

1188 15

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FORM E-30
OCT 27 '76
REFER TO
Hunter
FOR
Inf. | Inv. | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 26, 1976

NOTED
E. S. HUNTER

SUBJECT: Contractor Complaints
Anlauf Int.-Elkhead Rd. Int.
Elkhead Rd. Int.-Rice Hill Int.
Contracts 8184 & 8189

To Memo to File

As a result of letters written by Otis Jordan on Oct. 3, 1976 a meeting was held in Mr. Shirley's office on Oct. 14, 1976.

Present were George Spencer, Otis Jordan, Ted Isto and Bob Sawyer representing the Contractor and Alfred Shirley Jr., Curt Duval, Roger Patitz and myself representing the Highway Division.

The contractors complaints were answered by myself in a letter written Oct. 6, 1976. The discussion involved the same complaints.

Mr. Spencer stated that the AC Paving was a very good job and the few rough spots should be acceptable. I stated they had been straight-edged and were not acceptable. Mr. Shirley stated that we do have specifications and they would have to be met. Mr. Shirley stated that the patching would have to wait for warmer weather and he would consider a Price Agreement in order for State Forces to do the work, at Contractor expense. I stated that I would obtain an estimate and present it to Mr. Spencer.

Mr. Jordan stated that the Median scupper openings were all adequate as he had a huge work force clean them. I stated they were not adequate even though Mr. Patitz had informed the foreman repeatedly of grout remaining in many of them. I further stated that I Had tried many times to have them cleaned# prior to placing the AC "E" mix. Discussion was also held on the unacceptable Median concrete patching. Finally Mr. Shirley asked if his personal inspection would be acceptable and Mr. Spencer stated it would. Mr. Jordan stated that if Mr. Shirley would inspect and mark the unacceptable scuppers and patch's he would send a work force out to get the work done immediately. (Note: Mr. Shirley and Mr. Patitz inspected and marked some of the scuppers and patch's the afternoon of Oct. 14, 1976, but to date no work had been done).

Mr. Jordan and Mr. Spencer stated that the unacceptable alignment and grade of the Median Barrier on the Elkhead-Rice Hill section was all due to the lack of compaction in the median on the original contract. I stated that other median barrier installed in similiar circumstances and using the same method was acceptable. Mr. Shirley stated he would reserve judgment and advise of his findings.

Mr. Jordan complained of the Semi-Final inspection procedures and of my not contacting his immediatly of the results. I informed him that I was informed of the inspection and the results the morming of Sept. 29, 1976. At my direction Mr. Patitz wrote letters of same and a copy of each were hand delivered to Mr. Jordan's office the afternoon of Sept. 29, 1976.

Mr. Shirley stated that I have no choice about charging Calendar Workdays against the projects until such time as all work is satisfactorily completed.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: H. S. Coulter
C. T. Keasey

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
October 6, 1976

NOTED
H. S. COULTER

Elkhead-Rice Hill Sec.
Pacific Highway
Contract 8189

Anlauf-Elkhead Sec.
Pacific Highway
Contract 8184

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Please refer to Otis Jordan's letter of Oct. 3, 1976 written to Roger Patitz, Assistant Resident Engineer.

The letters written by Mr. Patitz were hand-delivered to Mr. Jordan's office the day they were written on Sept. 29, 1976. This was also the date I was informed of the discrepancies noted by the Semi-Final inspection party. On my instructions Mr. Patitz listed the discrepancies as noted in his letters. I fully anticipated someone in authority, from your organization, would contact me for an on-site review of work to be done particularily as a portion involves Extra Work. I believe we were as prompt as possible.

On Aug. 30, 1976 Mr. Jordan, Mr. Patitz, Mr. Gustafson and myself inspected the Anlauf-Elkhead project. Both Mr. Patitz and myself informed Mr. Jordan that we did not consider the Median Barrier scuppers satisfactory and also some of the guardrail needed further adjusting. Mr. Jordan disagreed with our opinion so I then agreed to await the opinion of the Semi-Final inspection for a determination. There was a little final dressing work in progress but I informed Mr. Jordan I would give him a shut-down order until such time as Semi-Final inspection, then if more Contract work was required Work Day charges would resume. The patching work was done by your forces and the fact they are unsatisfactory is your responsibility.

The shoulder rock you placed during 1975 was not trimmed or compacted. In fact you placed only enough to satisfy minimum safety precautions only at my insistence. This season I did not feel justified in spending a large amount of engineering money to obtain an accurate estimate of shoulder rock remaining for your benefit. At Mr. Jordan's request, Mr. Patitz did, on Feb. 12, 1976,

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FOR

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give Mr. Jordan a windshield estimate of remaining quantities, however, we stressed it was windshield only. After shoulder work commenced it was quite obvious that lack of previous compaction was largely responsible for the actual quantity involved.

At no time has either Mr. Patitz or myself represented that either of us have authority to pass on a Project. The Standard Specifications are very clear as to who has authority to accept work. I will give an opinion but I also stress that the Semi-Final and Final inspections are made by others. I suggest that Mr. Jordan's opinion of cosmetic drivel could be altered if he cared to read and understand the Contract plans and specifications.

Concerning the Median Barrier on 8189:

From the time that placing and grouting the Median Barrier commenced until Nov. 18, 1975 I repeatedly informed your foreman that the line and grade were unsatisfactory. On Nov. 18, 1975, I wrote you a letter about same. On Jan. 27, 1976, I wrote you another letter concerning same. On Aug. 30, 1976, I informed Mr. Jordan that due to the unsatisfactory Median Barrier I would continue to charge Calendar Workdays until such time as it either satisfied myself or someone with more authority accepted it. After the first days run it was not acceptable and remains the same. Unless directed to do otherwise the Calendar Workdays will continue on both Projects until such time as they are accepted as completed.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: Mr. Scott Coulter
Mr. C. T. Keasey
Mr. Alfred Shirley, Jr.
Mr. Otis Jordan

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
October 5, 1976

Elkhead-Rice Hill Sec.
Pacific Highway
Contract 8189

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Reference Otis Jordan's letter 8189-61 dated Oct. 3, 1976.

In accordance with Sub-section 109.09 of the Standard Specifications for Highway Construction, pertinent to this project, and as designated Resident Engineer, I am responsible for submitting Monthly Estimates to be used as a basis for partial payments to the Contractor.

I determined that an over-payment had been made on Item No. 40 (Concrete Barrier). Of the Corrected Estimated Amount of 20,802 linear feet of Concrete Barrier on the Project, payment had been made on 18,542 linear feet. I determined this to be an over-payment of 5,367.4 linear feet of acceptable barrier and reduced this amount accordingly and reclassified it as Materials on Hand.

You have received all written correspondence relating to the unacceptable Median Barrier, in letters written by myself dated November 18, 1975 and January 27, 1976.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: Jim Redden, Treasurer, State of Oregon
✓Mr. Scott Coulter
Mr. Alfred Shirley, Jr.
Mr. Otis Jordan

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FOR

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AREA CODES - VANCOUVER 206, PORTLAND

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

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FOR

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Mr. Roger Patitz
Assistant Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Dear Mr. Patitz:

This is to acknowledge and thank you for yours of September 29, 1976.

If inspections were made on the two respective projects September 28, 1976 why were we not notified by phone as to discrepancies and why were the letters not delivered to my office until late Friday, October 1, 1976. It would appear that if slight discrepancies occur, an effort is made to clean them up. Your letters are vague and do not give specific items or locations. Also their tardiness looks planned to prevent correction before the time given.

The facts are that E pavement was completed on 8184 on July 28, 1976. From that date until August 30, 1976, a huge work force did nothing but polish, clean, patch and repatch the project. In fact, you personally came back and brought our forces back to do some work after August 30, 1976.

"E" was completed on 8189 on July 30, 1976. From that date until September 3, 1976, a huge work force did nothing but polish, clean, patch and repatch the project. Again, in fact, you personally came back and brought our forces back to do other cosmetic work.

Also, during the polishing work, we applied shoulder rock. In February 1976, you gave us quantities of shoulder rock to be applied. These quantities overran over 1000%, constituting basis for additional work days. None was requested because you represented that you had the authority to pass the projects and subsequently that the projects were satisfactory. For the sake of harmony, I gave instructions to do all you requested even though I felt your requests were less than fiscally sound and, at times, cosmetic drivel.

Your inspectors, my supervisors and foremen felt the work was satisfactory except for the median barrier question on 8189.

Concerning the median barrier on 8189:

Previously, I contacted Mr. J. X. Wilson concerning the concrete median barrier on the above referenced. It is obvious Mr. Wilson does not desire to settle the matter. Therefore, we wish the following to be made a matter of record.

The median barrier was manufactured by 4-10 Logging, Inc. It is acceptable. The barrier is set on a patch coat of C mix with no keyway. The old median guardrail was driven through the old asphalt which was subject to internal breaking, and therefore weakness in compaction, etc. The grout was applied first and then the barrier was set on top of same with wood blocking. After the day's run of barrier, the barrier was acceptable as to line and grade. Then settlement would occur causing misalignment. This is the fault of design. I conclusively proved this by setting the barrier first, showing the settlement, adjusting same, and then pressure grouting. Specifications have been changed to demand this procedure statewide. It was proposed by the State to correct the cosmetic effects of the barrier by breaking the barrier loose, wedging the barrier and then inserting a grout under same. I refused to do same because it would endanger the public. The asphalt has no keyway and to break the grout bond and attempt cosmetic relief while endangering the entire function of the barrier would be unsound. Work day charges should not have been charged to date and should not be charged until this matter is resolved.

Whereas the circumstances of the semi-final inspection and facts previously encountered indicate a serious and substantial prejudice to our firm and/or me personally, we request and propose that:

1. All work be suspended on the above project
2. That no work days be charged
3. All actions on project #8364, Drain-Rock Creek be reviewed by Mr. Shirley and/or Mr. Coulter personally

until such time as a review board or Mr. Coulter thoroughly investigate the "happenings" on the projects referred to.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Vancouver
Mr. Alfred Shirley, Jr.
Mr. Scott Coulter
Mr. Carol T. Keasey

AREA CODES - VANCOUVER 206, PORTLAND [illegible]
503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

NOTED
P. S. COULTER

Mr. Alfred Shirley, Jr.
Regional Engineer
O.S.H.D.
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Enclosed please find a letter to Mr. Patitz in reply to his of September 29, 1976 (also enclosed for your convenience). Because of the serious nature of these matters and if at all possible, our desire to keep them in the Highway Department, we request a meeting as early as possible.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
Enclosures
cc: Vancouver
✓ ~~Mr~~. Scott Coulter

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OCT 5 '76
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AREA CODES - VANCOUVER 206, PORTLAND

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

Mr. Vern Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8189-61

Dear Mr. Shull:

Mr. Spencer has advised me that you have made deductions for concrete barrier. By what authority in the specifications have you done this? Also, formal request is hereby made that you furnish us any and all inter-office or inter-office/inter-division, or any and all correspondence, memorandums or other pertinent documents on this subject.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Mr. Alfred Shirley, Jr.
✓Mr. Scott Coulter
Vancouver
Jim Redden, Treasurer, State of Oregon

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EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 3, 1976

Mr. Vern Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8189-61

Dear Mr. Shull:

Mr. Spencer has advised me that you have made deductions for concrete barrier. By what authority in the specifications have you done this? Also, formal request is hereby made that you furnish us any and all inter-office or inter-office/inter-division, or any and all correspondence, memorandums or other pertinent documents on this subject.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Mr. Alfred Shirley, Jr.
~~Mr.~~ Scott Coulter
Vancouver
Jim Redden, Treasurer, State of Oregon

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FOR

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Rec'd 10-1-76

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon

September 29, 1976

Re: Semi-Final Inspection
Elkhead Rd. Int. - Rice Hill Int.
Pacific Highway
Douglas County
Contract No. 8189

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

Dear Sirs:

A Semi-Final Inspection was held on the subject project on September 28, 1976. The below listed discrepancies needing correction were noted. Charging of Contract Calendar Workdays will continue until all work is completed. Please notify us in writing when work is completed.

Straighten concrete median barrier to acceptable grade and alignment
Complete cleaning of concrete median barrier scuppers
Repatch rough pavement
Chip off high inlet edge, median inlet at Rice Hill

Sincerely Yours,

Roger E Patitz
Roger E. Patitz
Assistant Resident Engineer

cc: Otis Jordan ✓
C.T. Keasey
Alfred Shirley, Jr.
File

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STATE HWY ENG'R
OCT 5 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

Cf - CVB
Rec'd 10-1-76

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
September 29, 1976

Re: Semi-Final Inspection
Anlauf Int. - Elkhead Rd. Int.
Pacific Highway
Douglas County
Contract No. 8184

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

Dear Sirs:

A Semi-Final Inspection was held on the subject project on September 28, 1976. The below listed discrepancies needing correction were noted. Charging of Contract Calendar Workdays will commence on Monday, October 4, 1976, and continue until notified by you in writing that all work is completed.

Complete cleaning of scuppers under concrete median barrier
Clean out inlets plugged with AC
Realign median guard rail
Rub out rough patches on concrete median barrier and repaint
Remove and replace pavement failure NB lanes between Cox Cr. and Cox Cr. Rd.
Adjust low guardrail flares to minimum height of 18 inches
Repatch rough pavement

Sincerely Yours,

Roger E Patitz
Roger E. Patitz
Assistant Resident Engineer

cc: Otis Jordan ✓
C.T. Keasey
Alfred Shirley, Jr.
File

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STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

S. COULTER

September 24, 1976

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STATE HWY ENGR
OCT 5 '76
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓					

what gives?

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Drain-Rock Creek
Contract No. 8364-22

Dear Mr. Shull:

Enclosed please find unexecuted price agreement No. 4, deletion of Filter Blanket.

It was my proposal that the additional rip rap constitutes a changed condition and that all Filter Blanket material and all 100 lb. rip rap for channel changes be deleted and that all Filter Blanket material and 100 lb. rip rap be constructed on a force account basis.

Rip rapping of the far side of the channel should be accomplished first: i.e. access is more difficult; temporary crossings must be reinstalled to do the work. The pace of the work is set by you (no overtime, etc.); therefore, the near side or highway side that is to be rip rapped is delayed and may have to be placed in an emergency manner (long hours, excess equipment, etc.) if high water should occur. Because of the loss of control of the work, the liability of the work and the control and pace of the work being in your hands (i.e., we were not even requested to attend the meeting of the wildlife people and yourself), the work and resulting liability thereof should be in your hands and this is our notice that it is the only

Routing
2 Keasey ____ RECEIVED ____ Richards ____
1 Bond ____ ____ Glenn ____
____ Jackmond ____ OCT 6 1976 ____ Berg ____
____ Harwood ____
____ Johnsen ____ CONSTRUCTION ____
____ Walker ____ SECTION ____

basis we shall accept final payment.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. A. Shirley
Mr. C. Keasey
✓ Mr. Scott Coulter

8189

1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE OCTOBER 25, 1976

TO VERN SHULL
RESIDENT ENGINEER

Elliott Parker

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST

1 Versteeg ✓
Olson
2 [illegible]
[illegible]ot
Swenson
Lavega
Trout

RECEIVED
OCT 27 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

SUBJECT RECOMMENDATIONS FOR PERF PIPE INSTALLATION
ELKHEAD ROAD-RICE HILL SECTION (610-1053-900)
PACIFIC HIGHWAY DOUGLAS COUNTY

The following recommendations are made for perf pipe installation on the above named section.

6" perf in cut off trench eastside westside (NB SB) Station 714+00
" " " " " " " " " " 716+50
" " " " " " " " " " 719+00
" " " " " " " " " " 721+75
" " " " " " " " " " 723+75
" " " " " " " " " " 728+00
" " " " " " " " " " 732+50
" " " " " " " " " " 748+50
" " " " " " " " " " 1046+00
" " " " " " " " " " 1048+20
" " " " " " " " " " 1050+60
" " " " " " " " " " 1051+60

6" perf in cut off trench westside eastside (SB NB) Station 1053+50
" " " " " " " " " " 1061+30
" " " " " " " " " " 1063+30

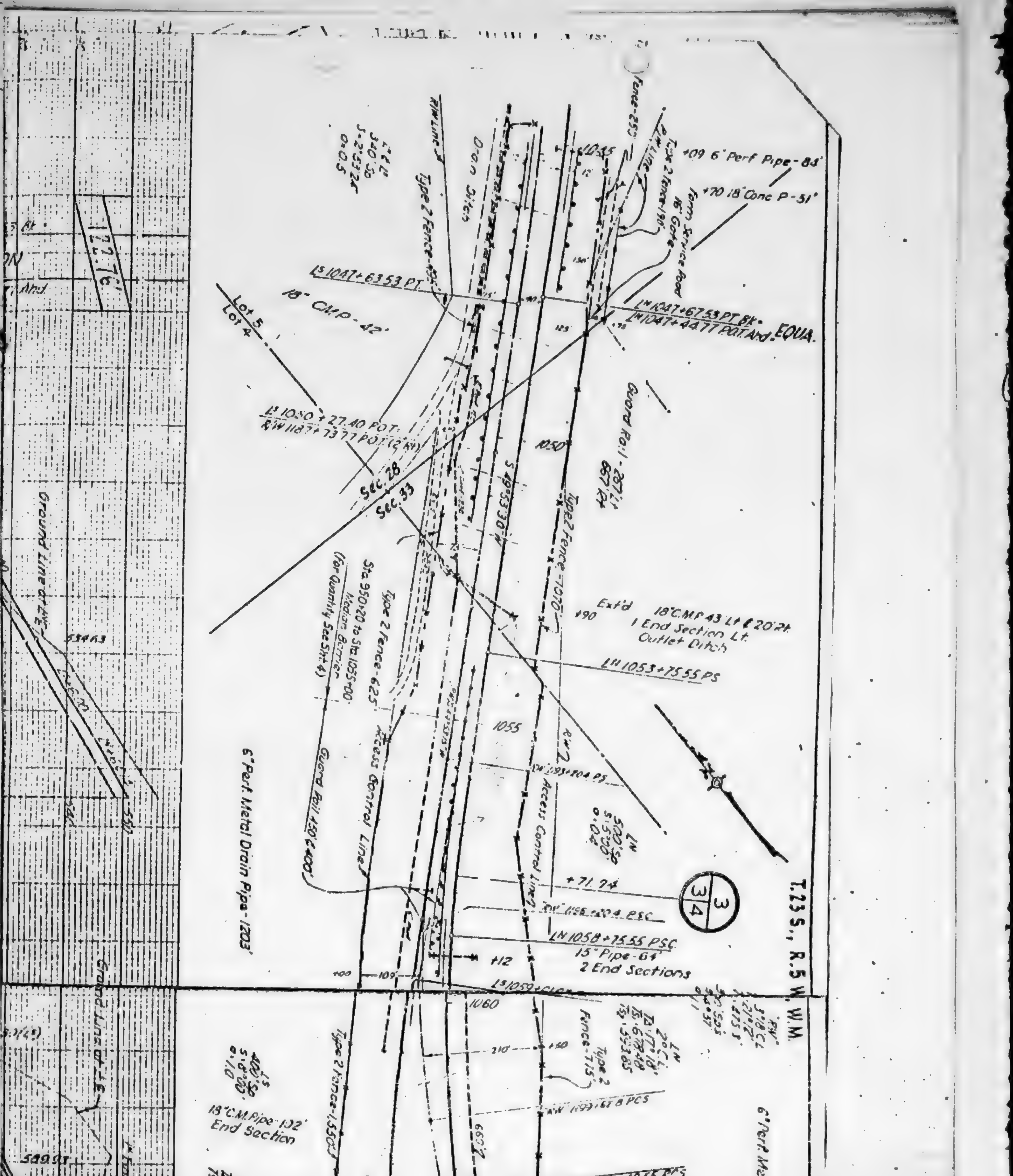
6" perf in cut off trench median eastside (CL NB) Station 1056+00
" " " " " " " " " " 1057+00
" " " " " " " " " " 1059+50

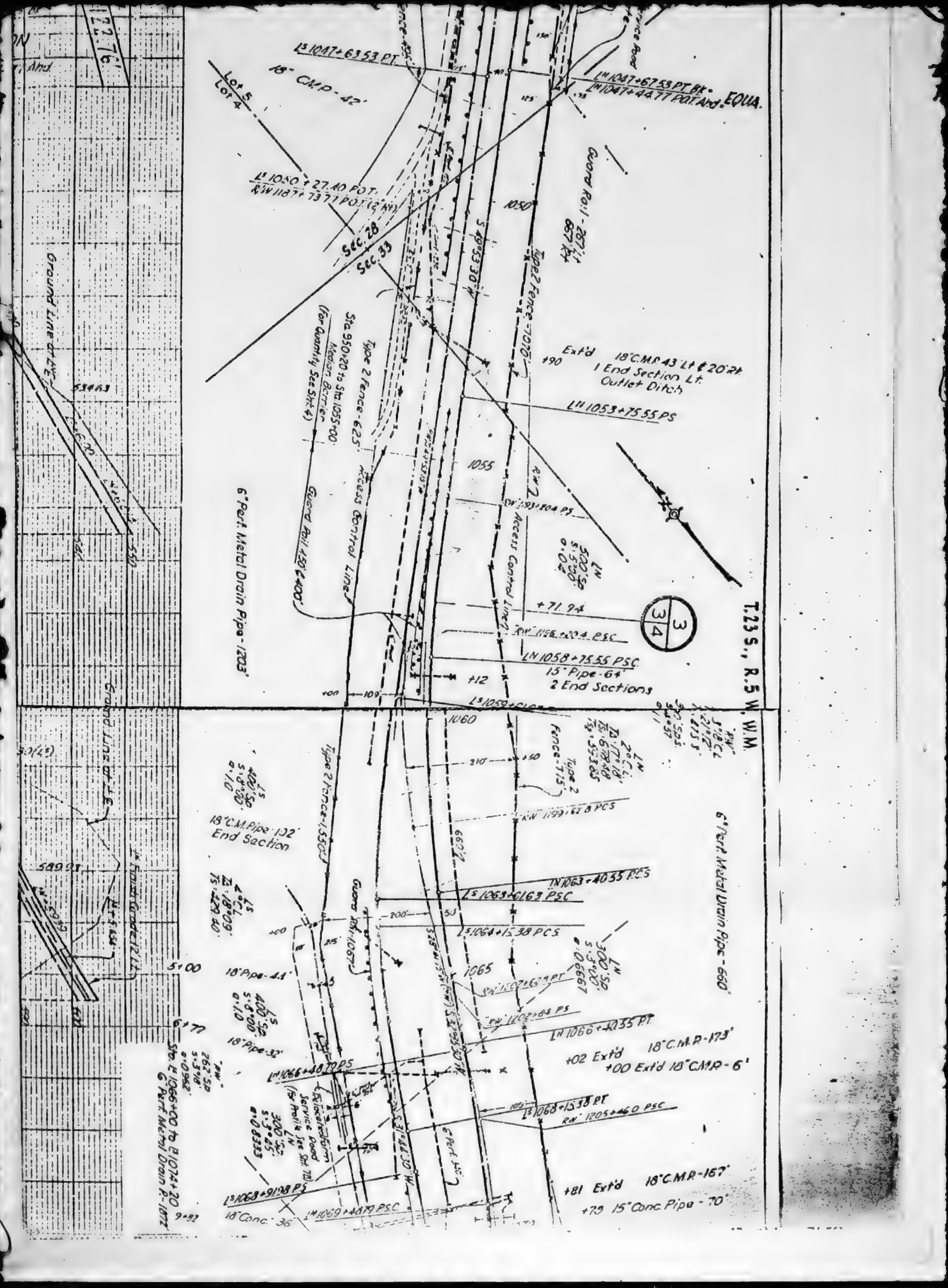
6" perf pipe with south north flow line in ditch adjacent to right shoulder of NB Station 731+50 to 738+75 as an extension of the existing 6" perf pipe shown on as constructed plans between Station 738+75 to 743+75

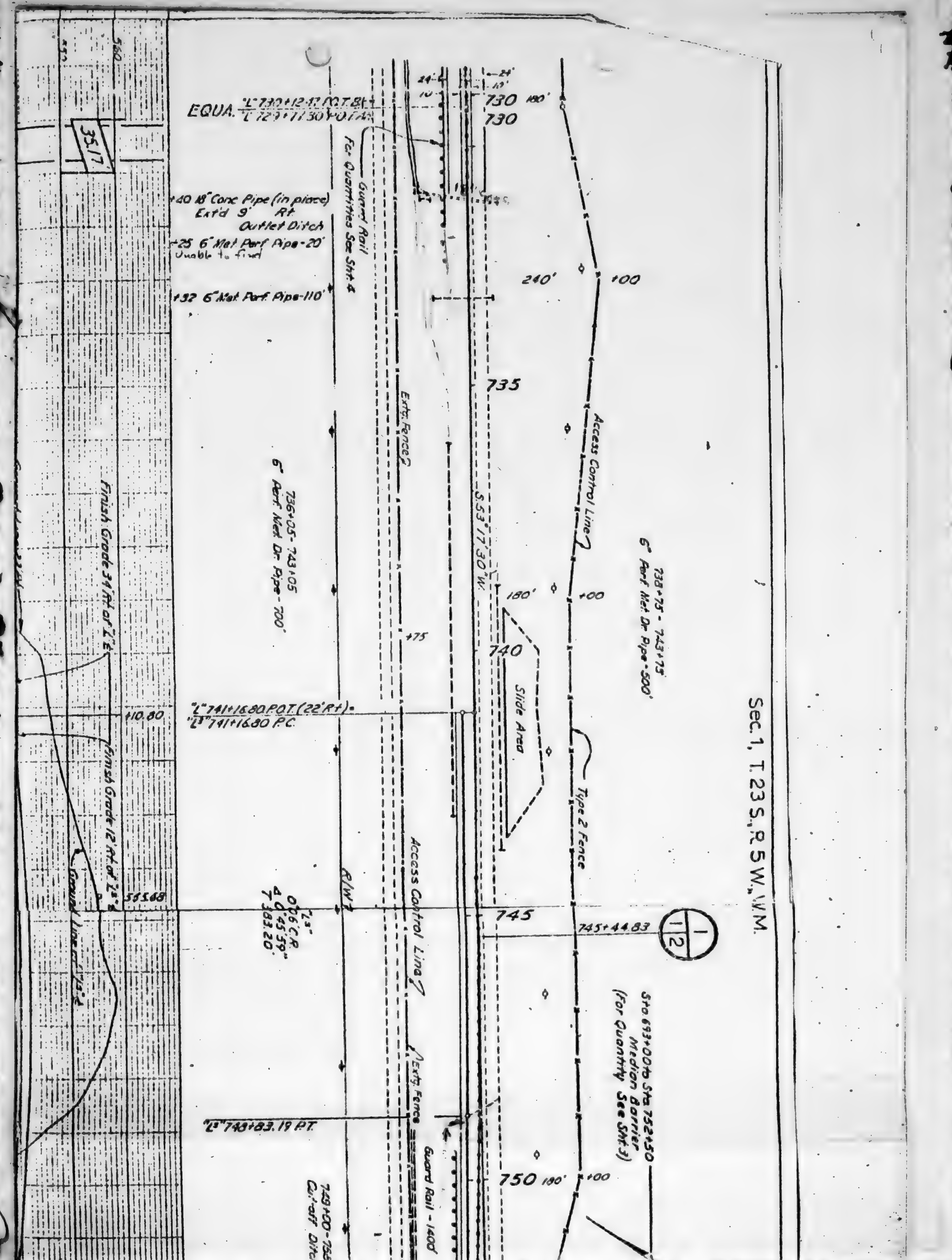
6" perf pipe with south north flow line in ditch adjacent to right shoulder of NB between Stations 1053+00 and 1061+50 - - also from north end of existing 6" perf pipe (Station 1059+90 - 1066+50) in a northeasterly direction from Station 1059+90 1059+00 so as to discharge into the inlet of the 15" cross culvert.

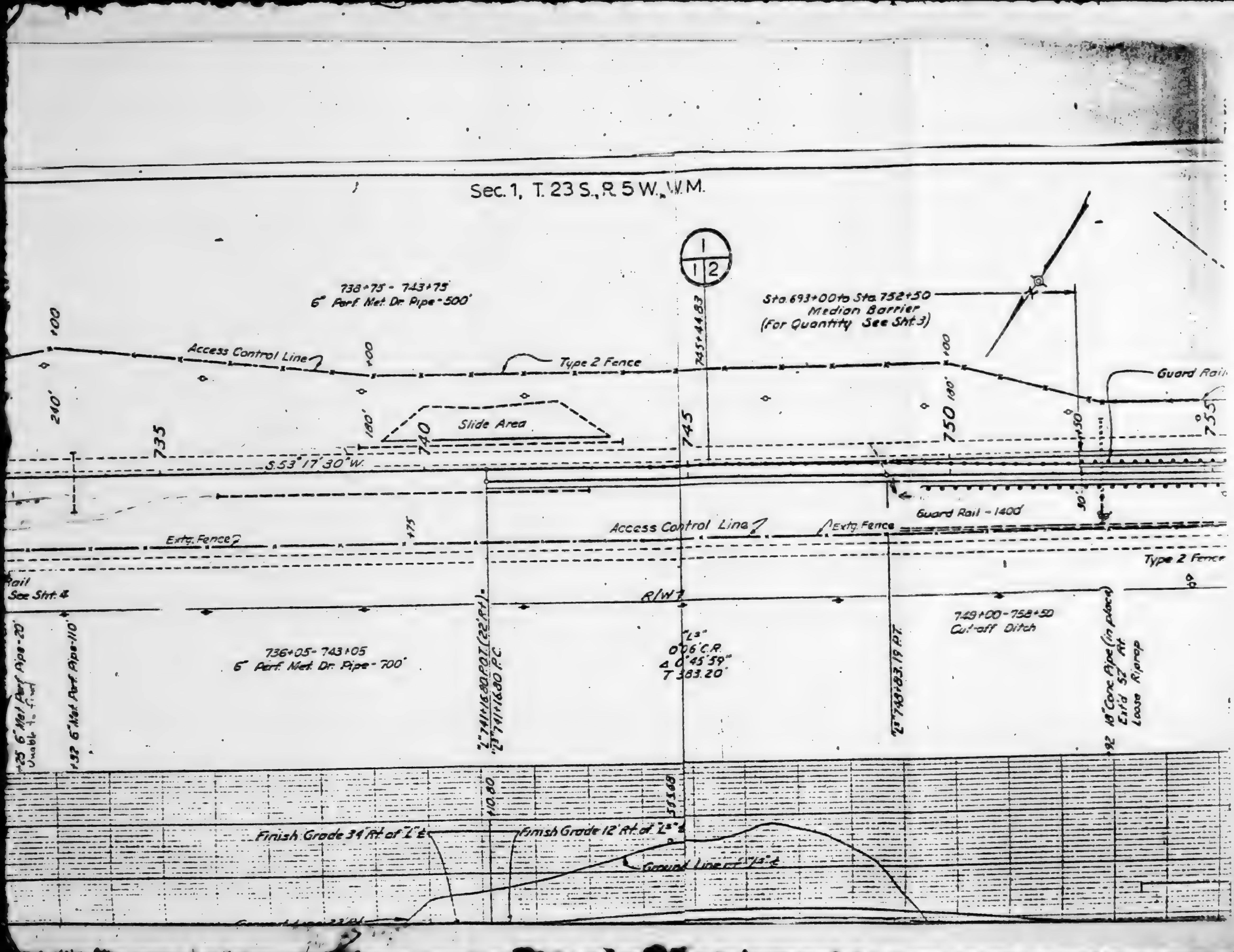
NOTE: Blue pencil lines on plans indicate existing facility not shown on the "as constructed plans." The red pencil lines indicate approximate location of proposed facility.

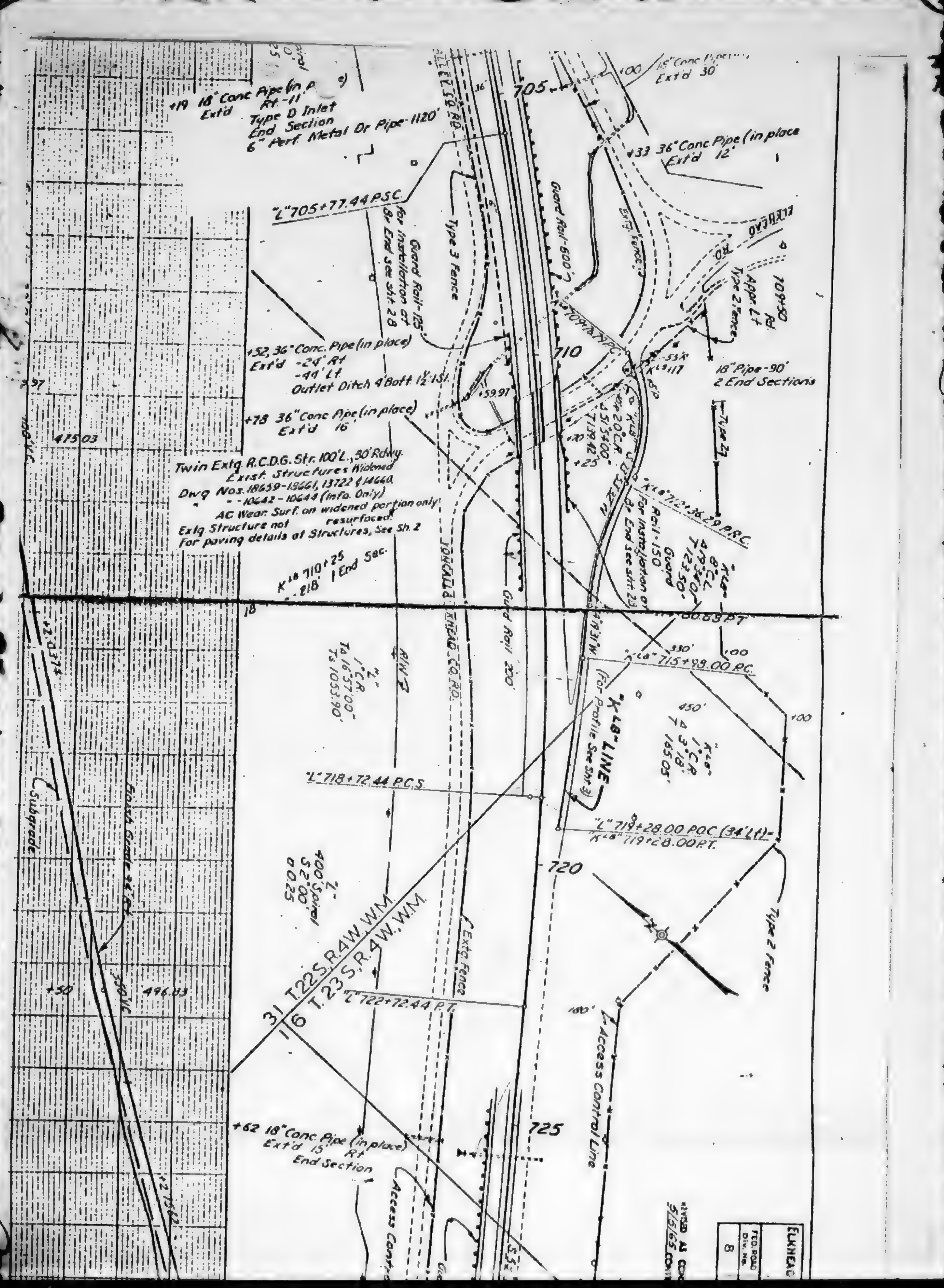
c.c. J.X. Wilson
Duane Christensen
Jack McCormick
File

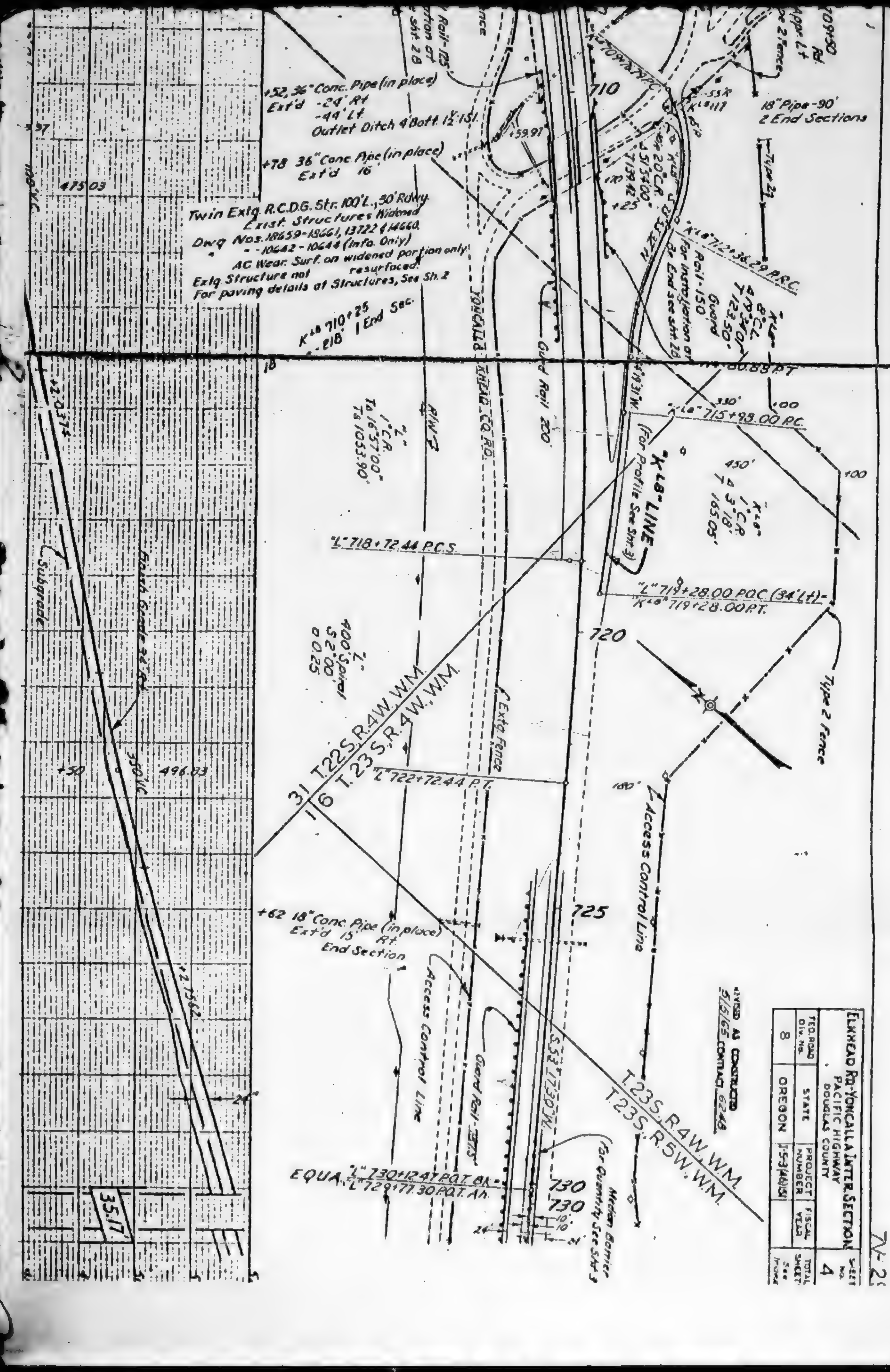

122.76'
Ground Line at ℄
534.63
550
529.93
5+00
6+77
R/W Line
Drain Ditch
Type 2 Fence-495'
L.T.
340' Sp.
S-2°53'24"
0:0.5
Fence-255'
1035
+09 6" Perf Pipe-84'
R/W Line
Type 2 Fence-190'
16' Gate
Farm Service Road
+70 18" Conc P-51'
L^S 1047+63.53 PT.
18" CMP-42'
Lot 5
Lot 4
L^N 1047+67.53 PT. Bk.
L^N 1047+44.77 POT. Ahd. EQUA.
L^S 1050+27.40 POT.
R/W 1187+73.77 POT. (2 Rt.)
Sec. 28
Sec. 33
1050
S 49°53'30" W
Guard Rail-287'
867' Rt.
Type 2 Fence-7070'
Ext'd
+90
18" C.M.P. 43' Lt. ℄ 20' Rt.
1 End Section Lt.
Outlet Ditch
Type 2 Fence-625'
Sta 950+20 to Sta. 1055+00
Median Barrier
(For Quantity See Sht. 4)
L^N 1053+75.55 PS
1055
R/W 2
R/W 1193+20.4 PS
Access Control Line
Access Control Line
Guard Rail 450' & 400'
LN
500' Sp.
S:5°00'
0:0.2
6" Perf. Metal Drain Pipe-1203'
+71.94
3
3
4
R/W 1196+20.4 PSC
L^N 1058+75.55 PSC
15" Pipe-64'
2 End Sections
+12
100
109
L^S 1059+61.63
1060
T. 23 S., R. 5 W., W.M.
Type 2 Fence-715'
210'
+50
LN
20° C.L.
Δ: 17°18'
Ts: 617.48
Ts: 593.65
R/W 1199+62.8 PCS
Type 2 Fence-1,550'
LS
400' Sp.
S:6°00'
0:1.0
18" C.M. Pipe-132'
End Section
6" Perf. Metal Drain Pipe-660'
662'
L^N 1063+40.55 PCS
L^S 1063+61.63 PSC
Guard Rail-1067'
200'
50
L^S 1064+15.38 PCS
LS
40° C.L.
Δ: 18°09'
Ts: 279.40
+00
18" Pipe-44'
1065
LN
300' Sp.
S:3°00'
0:0.6667
R/W 1202+62.8 PT
R/W 1202+63 PS
L^N 1066+20.35 PT


LS 1047+63.53 PT.
18" CMP - 42'
Lot 5
Lot 4
LN 1047+67.53 PT Bk.
LN 1047+44.77 POT Ahd. EQUA.
Guard Rail - 287'
LN 1050+27.40 POT.
R/W 1187+73.77 POT (2 Ah)
1050
Sec. 28
Sec. 33
S 49°53'30" W
Type 2 Fence - 7070'
187 Rt.
Ground Line at £ WB
Type 2 Fence - 625'
Sta. 950+20 to Sta. 1055+00
Median Barrier
(For Quantity See Sht. 4)
+90
Ext'd 18" C.M.P. 43' Lt. £ 20' Rt.
1 End Section Lt.
Outlet Ditch
LN 1053+75.55 PS
1055
Access Control Line
Guard Rail 150' @ 400'
6" Perf. Metal Drain Pipe - 1203'
Access Control Line
R/W 1193+04 PS
LN
500' Sp.
S: 5'20"
0.02
+71.94
3
3 4
R/W 1196+20.4 PSC
LN 1058+75.55 PSC
15" Pipe - 64'
2 End Sections
+12
T. 23 S., R. 5 W., W.M.
+00
109
LS 1059+01
1060
Type 2 Fence - 1530'
210
+50
Type 2 Fence - 715'
LN
Δ 17°02' 10"
T 56.67.48
L 135.39.85
R/W
S. C. L.
Δ 2°10'
LS
400' Sp.
S: 8'00"
0.10
18" C.M. Pipe - 132'
End Section
R/W 1199+62.8 PCS
6" Perf. Metal Drain Pipe - 660'
LS
Δ 18°09'
T 2270.40
LN 1063+40.55 PCS
LS 1063+01.63 PSC
Guard Rail - 1067'
200
LS 1064+15.38 PCS
LN
300' Sp.
S: 3'00"
0.0667
1065
R/W 1202+62.9 PT
5+00
18" Pipe - 41'
LS
400' Sp.
S: 8'00"
0.10
R/W 1202+63 PS
LN 1066+10.35 PT
18" C.M.P. - 173'
+02 Ext'd
+00 Ext'd 18" CMP - 6'
6+77
18" Pipe - 32'
R/W
262' Sp.
S: 3'16"
0.0962
LN 1066+48.70 PS
Relocation of Service Road
(for Profile See Sht. 78)
Sta. LN 1066+00 to Rt 1074+20
6" Perf. Metal Drain Pipe - 1872'
LN
300' Sp.
S: 3'25"
0.08333
LS 1068+15.38 PT
R/W 1205+46.0 PSC
6" Perf. Sub.
+81 Ext'd 18" C.M.P. - 167'
LS 1068+91.38 PS
LN 1069+48.79 PSC
+79 15" Conc. Pipe - 70'
18" Conc. - 35'
9+92
Ground Line at £ E
Ground Line at £ WB
Finish Grade
534.63
589.93
550
122.76'

3517
560
EQUA. "L" 730+12.17 P.O.T. Bk
"L" 729+77.30 P.O.T. Ah
24'
10'
24'
10'
730 180'
730
+40 18" Conc Pipe (in place) Ext'd 9' Rt.
Outlet Ditch
+25 6" Met. Perf. Pipe-20' Unable to find
+32 6" Met. Perf. Pipe-110'
Guard Rail For Quantities See Sht. 4
240'
+00
735
Access Control Line
Exty. Fence
S.53°17'30"W.
736+05 - 743+05 6" Perf. Met. Dr. Pipe-700'
738+75 - 743+75 6" Perf. Met. Dr. Pipe-500'
Finish Grade 34' Rt. of "L"
180'
+00
+75
740
Slide Area
"L" 741+16.80 P.O.T. (22' Rt.)
"L2" 741+16.80 P.C.
110.80
Finish Grade 12' Rt. of "L2"
Type 2 Fence
Ground Line @ "L2"
R/W
Access Control Line
"L2" Δ 06°C.R. 4°05'59" T 183.20
565.68
745
745+44.83
1 | 1/2
Sec. 1, T.23S., R.5W., W.M.
Sta. 693+00 to Sta. 752+50 Median Barrier (For Quantity See Sht. 3)
Exty. Fence
"L2" 748+83.19 P.T.
Guard Rail - 1400'
749+00 - 750+ Cut-off Ditch
750 180'
+00


Sec. 1, T. 23 S., R. 5 W., W.M.
1
1 2
738+75 - 743+75
6" Perf. Met. Dr. Pipe - 500'
Sta. 693+00 to Sta. 752+50
Median Barrier
(For Quantity See Sht. 3)
745+44.83
+00
240'
Access Control Line
+00
180'
Type 2 Fence
+00
180'
Guard Rail
Slide Area
735
740
745
750
755
+50
30'
S. 53° 17' 30" W.
Guard Rail - 140'
+75
Access Control Line
Extg. Fence
Extg. Fence
Type 2 Fence
Rail
See Sht. 4
R/W
749+00 - 758+50
Cut-off Ditch
736+05 - 743+05
6" Perf. Met. Dr. Pipe - 700'
"L3"
0°06' C.R.
Δ 0°45'59"
T 383.20'
"L" 741+16.80 P.O.T. (22' Rt.) =
"L3" 741+16.80 P.C.
"L3" 748+83.19 P.T.
+25 6" Met. Perf. Pipe - 20'
Unable to find
+32 6" Met. Perf. Pipe - 110'
+92 18" Conc. Pipe (in place)
Ext'd 52' Rt.
Loose Riprap
+10.80
55.68
Finish Grade 34' Rt. of "L" ℄
Finish Grade 12' Rt. of "L3" ℄
Ground Line of "L3" ℄
Ground Line 22' Rt.


+19 18" Conc Pipe (in p s)
Ext'd Rt.-11'
Type D Inlet
End Section
6" Perf. Metal Dr Pipe-1120'
"L" 705+77.44 P.S.C.
705
100
15" Conc Pipe
Ext'd 30'
+33 36" Conc Pipe (in place
Ext'd 12'
ELKHEAD RD.
Guard Rail-125
for installation at Br. End See sht. 28
Type 3 Fence
Guard Rail-600'
Extg. Fence
Type 2 Fence
Appr. Lt
709+50
"K" 709+18.79 P.C.
710
-53' Rt
K" 711+7
18" Pipe-90'
2 End Sections
+52, 36" Conc. Pipe (in place)
Ext'd -24' Rt
-44' Lt.
Outlet Ditch 4' Bott. 1½:1 S.I.
+59.97
+78 36" Conc Pipe (in place)
Ext'd 16'
"K" 1° C.R.
Δ 51°34'00"
T 139.42
120
+25
Type 2
Twin Extg. R.C.D.G. Str. 100' L., 30' Rdwy.
Exist. Structures Widened
Dwg Nos. 18659-18661, 13722 & 14660
" " -10642-10644 (Info. Only)
AC Wear. Surf. on widened portion only!
Extg. Structure not resurfaced!
For paving details at Structures, See Sh. 2
N 35°53' E
"K" 712+36.29 P.R.C.
Guard Rail-150
For Installation at Br. End See sht. 23
"K" 8° C.R.
Δ 19°34'01"
T 123.50
K" 710+25
-21' Rt
1 End Sec.
18
JONCALL & ELKHEAD CO. RD.
Guard Rail 200'
R/W
"L" 1° C.R.
Δ 16°57'00"
Ts 1053.90'
N 4°19'31" W
00.88 P.T.
330'
100
"K" 715+99.00 P.C.
"K-L8" LINE
(For Profile See Sht. 3)
450'
"K" 1° C.R.
Δ 3°18'
T 165.05'
100
"L" 718+72.44 P.C.S.
"L" 719+28.00 P.O.C. (34' Lt.)
"K" 719+28.00 P.T.
720
"L" 400' Spiral
S 2°00'
θ 0.25
Type 2 Fence
Extg. Fence
31 T.22 S. R.4 W. W.M.
16 T.23 S. R.4 W. W.M.
"L" 722+72.44 P.T.
180'
Access Control Line
+62 18" Conc. Pipe (in place)
Ext'd 15' Rt.
End Section
725
Access Control
475.03
+2.03%
Finish Grade
Subgrade
+50
496.83
+2.75%
497
ELKHEAD
FED. ROAD DIV. NO.
8
REVISED AS CO
5/6/65 CON



ELKHEAD RD.-YONCALLA INTER. SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	OREGON	I-5-3(46)151		4	See Index

7V-2

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV. AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(99)148

ATE PROJECT NO.
Elkhead Rd.-Rice Hill Intch.

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
1809

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Rubin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
4-16-75

DATE AUTHORIZATION EFFECTIVE
8-19-76

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Primary Route 1

GENERAL LOCATION:
I-5 2.2 miles south of Yoncalla Interchange north 7.1 miles

GENERAL DESCRIPTION OF WORK:
Seed and mulch areas adjacent to shoulder on both the outside and in the median throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 8-20-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the amount of $800 - Federal Funds $740.

DATE
9/9/76

SIGNATURE OF APPROVING OFFICIAL
G.K.

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

State Printing

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-167
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State: Oregon
County: Douglas
Project Number: I-5-3(99)148

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 1,789,835	$ 1,789,835
Other revisions	$ 1,651,658	$ 1,789,835

This modification is made for the following reasons:

"The Project Agreement executed June 6, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 138,177."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May ,19 [illegible] .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Division
(Title)

By ________

(Title)

By ________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

7189

STATE COPY

R

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-151

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
6 6 75

FEDERAL-AID PROJECT AGREEMENT

Form Approved; O.M.B. No. 04-R2089

STATE: **Oregon**
COUNTY: **Douglas**
PROJECT NO.: **I-5-3(99)148 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
I-5, 2.2 mi. S. Yoncalla Intchge., N. 7.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-16-75	7.090
OTHER *(Specify)*		

FUNDS **Pro Rata 92.28%**

ESTIMATED TOTAL COST OF PROJECT: $ **1,789,835**

FEDERAL FUNDS: $ **1,651,658**

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ____________________
(Title)
By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________ *(Division Engineer)*
G. L. Green

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 30, 1975

Federal-Aid Project
No. I-5-3(99)148 Safety

ELKHEAD RD. INTERCH.-RICE HILL INTERCH. SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway Safety (Sta. 693+00 to Sta. 1066+00)

Furnishing Field Laboratory	1 only	2,500.00	$ 2,500.00
Mobilization	All Required		21,000.00
Temporary Protection and Direction of Traffic	All Required		32,000.00
Temporary Signs	2,700 sq.ft.	7.00	18,900.00
Temporary Barricade	40 lin.ft.	75.00	3,000.00
Flagmen	1,800 hours	14.00	25,200.00
Oversize Advance Construction Signs	2 only	2,500.00	5,000.00
Clearing and Grubbing	All Required		22,250.00
Removal of Structures and Obstructions	All Required		23,000.00
Ditch Excavation	65 cu.yds.	9.00	585.00
General Excavation	28,500 cu.yds.	2.00	57,000.00
Trench Excavation	545 cu.yds.	10.00	5,450.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	1,100 M-gals.	6.50	7,150.00
8-inch Culvert Pipe	178 lin.ft.	10.00	1,780.00
15-inch Culvert Pipe	188 lin.ft.	11.00	2,068.00
18-inch Culvert Pipe	454 lin.ft.	13.00	5,902.00
24-inch Culvert Pipe	222 lin.ft.	19.00	4,218.00
30-inch Culvert Pipe	62 lin.ft.	30.00	1,860.00
36-inch Culvert Pipe	220 lin.ft.	33.00	7,260.00
Concrete Inlets, Type G-1	3 only	400.00	1,200.00
Concrete Inlets, Type G-2	1 only	500.00	500.00
Concrete Inlets, Type G-2MA	3 only	1,000.00	3,000.00
6-inch Drain Pipe	338 lin.ft.	5.00	1,690.00
Special Filter Material in Drains	60 cu.yds.	15.00	900.00
Guard Rail, Type 2A	20,600 lin.ft.	4.74	97,644.00
Guard Rail, Type 3	200 lin.ft.	13.25	2,650.00
Guard Rail Anchors, Type 1	8 only	260.00	2,080.00
Guard Rail Anchors, Type 2	13 only	285.00	3,705.00
Extra for Guard Rail Bridge Connections	5 only	245.00	1,225.00
Rail End Pieces, Type A	12 only	12.25	147.00
Rail End Pieces, Type C	9 only	104.75	942.75
4-inch Concrete Surfacing	84 sq.yds.	15.00	1,260.00
Concrete Barrier	20,640 lin.ft.	11.00	227,040.00
Granular Material in Barriers	60 cu.yds.	28.00	1,680.00
Paved Culvert End Slopes	1,815 sq.ft.	7.00	12,705.00
Drainage Curbs	1,060 lin.ft.	1.80	1,908.00

File

Guide Posts	360 only	10.90	3,924.00
Reconstructing Inlets	4 only	450.00	1,800.00
Roadside Seeding and Mulching	50 acres	470.00	23,500.00

Signing

Removal of Existing Sign Installations	All Required		1,300.00
Move and Reinstall Existing Signs	All Required		3,000.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		2,100.00
Structure Mounts	All Required		300.00
Breakaway Sign Posts	All Required		12,000.00
Type "A" Signs in Place	373 sq.ft.	16.00	5,968.00
Type "B" Signs in Place	123 sq.ft.	16.00	1,968.00
			$ 673,759.75

Anticipated Items

Temporary Erosion Control (E.W.)	All Required		$ 2,500.00
On-the-Job Trainees (3 @ $800)(E.W.)	All Required		2,400.00
Construct Metal Median Barrier Connection (E.W.)	All Required		500.00
			$ 5,400.00
	Subtotal		$ 679,159.75
	10% Engineering		67,915.25
	Total		$ 747,075.00

Type Code 6201
Roadway Paving (Sta. 693+00 to Sta. 1066+00)

Aggregate Shoulders	41,400 tons	4.00	$ 165,600.00
Class "B" and Class "C" Asphalt Concrete Mixture	50,700 tons	7.40	375,180.00
Class "E" Asphalt Concrete Mixture	8,200 tons	8.00	65,600.00
Asphalt Cement in Mixture	3,870 tons	80.00	309,600.00
Portland Cement Additive in Class "E" Mixture	82 tons	64.00	5,248.00
Asphalt in Tack Coat	49 tons	130.00	6,370.00
Membrane Waterproofing, Bridge No. 7636A	1,018 sq.yds.	9.00	9,162.00
Membrane Waterproofing, Bridge No. 7644A	856 sq.yds.	9.00	7,704.00
			$ 944,464.00

8189

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 3,000.00
Stage Construction Striping (S.F.)	All Required	500.00
		$ 3,500.00
	Subtotal	$ 947,964.00
	10% Engineering	94,796.00
	Total	$1,042,760.00

Length of Project - - - 7.090 Miles

Cost of Roadway (Safety) Per Mile - - - - $105,370.23
Cost of Roadway (Paving) Per Mile - - - - 147,074.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Safety	$ 747,075.00	$ 689,400.00	$ 57,675.00
Roadway Paving	1,042,760.00	962,258.00	80,502.00
Total	$1,789,835.00	$1,651,658.00	$138,177.00

Group 1 - 100%

Contract No. 8189

Prefix No.: 610-1053

8-89

ELKHEAD RD. INTCHGE.-RICE HILL INTCHGE. SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required	$4,000.00

[illegible]

FORM 81 [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
April 13, 1976

FROM: Warren Richards
Warren Richards
Construction Office Engineer

TO: Mary Deits
Assistant Attorney General

SUBJECT: Off Site Fabrication
Concrete Barriers
4-10 Logging, Inc.
Contracts 8003, 8184, 8189, 8251

4-10 Logging, Inc. is furnishing concrete barriers to the subject projects in the Roseburg area. We have withheld funds on most of these projects due to the failure of the contractor to submit a subcontract and payrolls for this work or proof that the fabricator is a material supplier not subject to the wage rates listed in the contract special provisions.

The contractor, S. D. Spencer and Son, claims that the work is not covered by the contract wage rates as the fabricator is recognized as a supplier by a union labor agreement. The contractor, in a September 30, 1975 letter by Otis Jordon, also mentions sales to a Fairboard and individuals, availability of product to the public and prior business in supplying materials. The only proof supplied to substantiate the contractor's claim is a copy of the union labor agreement.

The contractor feels that the union recognition is satisfactory proof that the contract wages do not apply. This does not appear to agree with the Required Contract Provisions, All Federal-aid Construction Contracts which are included in each of the subject contracts. Section IV of those provisions refers to "wage rates not less than those contained in the wage determination ... which is attached hereto ... regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics ...". The union agreement provides for a lower wage than the contract wage determinations.

Please review the enclosed correspondence and agreement to see if you feel it is sufficient to establish that the fabricator is a materialman not subject to the contract wage rates. We would appreciate an early response as the contractor has threatened to take legal action to obtain the funds withheld which amounts to 10% of the value of the barriers.

The contractor alleges that we are in breach of the contracts by unjustly withholding the funds. They also have questioned the need for the withholdings as they have furnished a performance bond and we are already retaining five percent of the funds in the normal manner.

WR:mk

Attach: Labor agreement; Form PR-1273;
Otis Jordon's letters dated 9/26/75,
9/30/75 & 3/15/76; J. X. Wilson letter
of 3/19/76; Vern Shull's letters of
9/24/75 & 10/2/75; Warren Richard's
letter of 9/18/75.

cc: H. S. Coulter
Jack Sollis
J. X. Wilson
Alfred Bates
Vern Shull
Curt Duval

RECEIVED
[illegible]
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

[redacted]
VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

Coulter ✓

~~September 26, 1975~~

NOTED
H. S. COULTER

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8184-22
8189-21
Unsatisfactory Median Barrier

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 24, 1975, on the above-referenced matter.

Our supplier 4-10 Logging, Inc., has been applying a sealant to the cracks in the median barrier which you refer to. The state inspector at 4-10 has approved the material being used and the work is being done. To further assure that the sealant is being applied, a quantity was delivered to the median barrier setters today to seal the barriers that may have been inadvertently missed.

Very truly yours,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
✓Mr. C. T. Keasey
Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

10-1-75

Bud Shirley —
If the cracks make the barrier sections structurally deficient they should be rejected unless a satisfactory epoxy type pressure injection can correct them. A "sealant" is not enough.

CT Keasey

10-1-75
Copy to Bud Shirley
CTK:FR

Routing
1 Keasey K
2 Bond B
3 Jackmond
Harwood
Johnsen
Walker
RECEIVED
OCT 1 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

1 Kersey 12 RECEIVED Richards
2 Bond Glenn
Jackmond SEP 25 1975 Berg
3 Harwood
Johnsen CONSTRUCTION
Walker SECTION

OREGON STATE
HIGHWAY DIVISION
Roseburg, Oregon
September 24, 1975

Unsatisfactory Median Barrier
Anlauf Int.-Elkhead Rd. Int.
Elkhead Rd. Int.-Rice Hill Int.
Contracts 8184 & 8189

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

During the casting, handling and stockpiling of your precast Median Barrier a large quantity developed cracks. Your supplier was informed these were unsatisfactory and would be rejected for use. Upon further investigation by Curt Duval and myself it was determined that we would accept the barriers providing the cracks were sealed prior to being subjected to wetness. Your supplier was informed of this decision, but now I find the sealing was not done.

Some of these cracked barriers have been delivered to the project. Any cracked barriers that have not been sealed prior to being subjected to wetness will be rejected for permanent use.

In addition, your people patching air pockets and other defects are doing a very poor job of it.

All patchs will be subjected to a hammer test prior to final acceptance.

Sincerely Yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: C. T. Kersey
Alfred Shirley, Jr.
Otis Jordan

NOTED
H.S. COULTER

Coulter

E 123

10

AREA CODES - VANCOUVER 206, PORTLAND

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 26, 1975

Mr. Vern Shull
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: 8184-23
8189-22

Needs decision
that 4-10 is
supplier or sub

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 24, 1975. In regards to obtaining a subcontract, wage certificates and payrolls for all work done to date and in the future at 4-10 Logging, Inc.'s, precast yard at Winchester, Oregon, we shall comply. However, the work was given to a supplier. The supplier has a labor agreement with the Laborers' Local 1400 and the labor agreement involved calls for wages that are far less than those set forth by the Davis-Bacon Act. Is the State of Oregon going to pay the extra labor cost in making a change from a supplier to a subcontract?

It is my belief that this is a pertinent question and one that should be answered before we break contractual commitments.

Sincerely,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

NOTED
F. B. KLABOE

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

RECEIVED
STATE HWY ENGR
OCT 1 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8189

AREA CODES - VANCOUVER 206, PORTLAND 5(

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

NOTED
H. S. COULTER

September 9, 1975

RECEIVED
STATE HWY EN
SEP 30 '75
REFER TO
Coulter
FOR
Info Inves R/D D.

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Contract #8189-16

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 8, 1975, and September 9, 1975, whereby you informed us that the longitudinal drop-offs may vary in length by the amount of material delivered in one truck but no more.

this to meet our specs.

I received word of your letter at approximately 12:30 a.m. Immediately, I called to obtain clarification which you gave. I then explained to you that our second paver the Blaw-Knox 180 had been used at the Mt. Nebo project on Saturday, September 6, 1975, and would not be available on September 8, 1975, to bring the longitudinal drop-off to within one truck load.

Your contention that your notice and written instructions were disregarded are untrue. It was fully explained to you and the telephone conversation is duly recorded that it was physically impossible for us to bring the longitudinal drop-off to within one truck load but that we would cut the trucks off as per your request. Today, we shall bring the longitudinal drop-off to within one truck load.

Sincerely,

S. D. SPENCER & SON

OTIS JORDAN
By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
✓Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

RECEIVED
OCT 2 1975
Office of
Assistant State Highway Engineer

8189

OREGON STATE
HIGHWAY DIVISION
Roseburg, Oregon
September 15, 1975

Elkhead Rd. Int.-Rice Hill Int.
Contract No. 8189

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, Wash. 98661

NOTED
E. S. HUNTER

Gentlemen:

Reference my letter of Sept. 8, 1975 and Otis Jordan's letter of Sept. 9, 1975, Sub-section 401.34.

I refered to your trucks delaying normal paving operations by not being able to spread a uniform berm.

Otis Jordan's letter states that most of the delays have been due to my inspectors.

I have knowledge of no delays being caused by my inspectors other than good inspection procedures would dictate. I know that both of your paving machines required considerable screed adjustments, electronic control adjustments, etc.

If you have knowledge of any delays caused by my inspectors which cannot be attributed to normal quality control, please advise.

Sincerely Yours

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: Alfred Shirley, Jr.
C. T. Keasey
Fred Klaboe
Otis Jordan

E-123

RECEIVED
STATE HWY ENGR
SEP 16 '75
REFER TO
Ed
FOR
Info | ives | R/D | D-R | Sign | Act | File

8189

AREA CODES - VANCOUVER 206, PORTLAND 50

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 9, 1975

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Contract #8189-18

NOTED
F. B. KLABOE

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 8, 1975, specifically temperature.

As per your request, we have issued instructions that all asphalt arrive at the jobsite at approximately 240 degrees. Upon two days of constant personal checking, I find the condition of the temperature being adhered to.

Very truly yours,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

NOTED
E. S. HUNTER

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
✓Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

RECEIVED
STATE HWY ENGR
SEP 12 '75
REFER TO
FOR
Info Inve R-D D.h Sign Att File

AREA CODES - VANCOUVER 206, PORTLAND 50:

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

September 9, 1975

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

NOTED
E. S. HUNTER

Re: Contract #8189-17

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 8, 1975, entitled "Unsatisfactory Paving Operations."

401.34

While it is true that some of our trucks had been delaying normal operations due to not being able to spread a uniform berm, we have been constantly working on these few trucks to rectify this situation. Most of the delays that have been encountered which cause the trucks to sit for excessive time have been due to your inspection force delaying the trucks in their normal sequence of operations.

401.43

When a pattern of the rotorex was visible for comparison, it appeared that there may be some cause of the segregation. I discussed this matter with you and you felt it was not a serious problem as long as our averages were holding true and in your own words "the sample only represents a 4" x 6" piece of the entire paving mat." However, in the interest of quality control, we called the Barber Green factory and asked them whether they had experienced any segregation problems. They pointed out two areas that we could and should look for:

1. That we do not empty the silo until there is at least a load in the silo, and

2. That segregation could possibly occur at the point of entry into the silo if the plant were not at full capacity.

That evening we installed a baffle at the point of entry to combat this segregation, and it appears that the fruits of our labor were successful. A Highway Department official was present during my calls to Barber Green.

401.44

In checking with your inspection team, they have stated that the compaction to date is not only adequate but good. We have instructed our roller men to be extremely careful in preventing any roller marks from occurring on the surface of the new mat. We have also instructed our roller people and water truck driver to water the rollers only after the mat has been completed or to add water to the rollers at the side of the paving panel. We certainly do not want lane closures without specified signing nor do we want traffic stopped for the convenience of our trucks.

We are on constant guard that one of our haul units does not collide and, therefore, perhaps are over-cautious in our diligence to prevent accidents.

You have asked for an early reply. I hope this fully satisfies any and all questions you have in this matter.

Very truly yours,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
✓Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George Spencer

9

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act

9.30

September 9, 1975

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Contract #8189-16

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 8, 1975, and September 9, 1975, whereby you informed us that the longitudinal drop-offs may vary in length by the amount of material delivered in one truck but no more.

I received word of your letter at approximately 12:30 a.m. Immediately, I called to obtain clarification which you gave. I then explained to you that our second paver the Blaw-Knox 180 had been used at the Mt. Nebo project on Saturday, September 6, 1975, and would not be available on September 8, 1975, to bring the longitudinal drop-off to within one truck load.

Your contention that your notice and written instructions were disregarded are untrue. It was fully explained to you and the telephone conversation is duly recorded that it was physically impossible for us to bring the longitudinal drop-off to within one truck load but that we would cut the trucks off as per your request. Today, we shall bring the longitudinal drop-off to within one truck load.

Sincerely,

S. D. SPENCER & SON

OTIS JORDAN
By Otis Jordan

OJ/ks

cc: Mr. Alfred Shirley, Jr.
Mr. C. T. Keasey
✓Mr. Fred Klaboe
Mr. Daniel Seifer
Mr. George D. Spencer

8171

R

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO. I-5-3(99)148

STATE PROJECT NO. Elkhead Rd.-Rice Hill

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO. I-809

FROM:
G. L. Green
Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO Dexter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: April 16, 1975

DATE AUTHORIZATION EFFECTIVE: April 16, 1975

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Pacific Highway Route 1

GENERAL LOCATION:
I-5, 2.2 miles south of Yoncalla Interchange
North 7.1 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and sign.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
x☒ OTHER (Specify)
Temp. Erosion Control - $2,500
On-the-Job Training - $2,400
Construct Metal Median Barrier - $500
Perm. Pavement Striping - $3,000
Stage Const. Striping - $500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 14, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-24-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 04-22-75

SIGNATURE OF APPROVING OFFICIAL: C R Burkhardt for

TITLE: Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 11, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-3(-)
Elkhead Road-Yoncalla Interchange
Pacific Highway (FAR 3)
Douglas County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve Interstate funding for a 4-inch overlay with leveling and a 1-inch open graded plant mix seal for the southbound lanes only.

Area Engineer Lowe reviewed this section of pavement during the summer of 1973. He reported that the northbound lanes had good rideability, were in fair structural condition, and showed signs of minor to average pavement maintenance. Therefore, I do not concur that the northbound lanes have reached a structural index (pt) of 2.5.

for G. L. Green

4-17-74
Copy Wolfe
Versteeg
Rulien
Shirley

NOTED
E. S. HUNTER

RECEIVED
APR 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

4-[illegible]-75

transaction number 4-60

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-8-1975

BY (Signature): Mr. Rulien's March 25, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 809 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
809	I-5-3(99)148	7.1	2,150,000	1,984,000	**Location:** Elkhead Road Interchange Rice Hill Interchange Section. Douglas County State of Oregon **Work:** Safety revisions of roadway slopes, guardrail, signs and other appurtenances with high type pavement overlay of southbound lanes.

4-14-75
ORIGINAL TO
L. W. Rulien

RECEIVED
STATE HWY ENG.
APR 11 '75
REFER TO
FOR
Info
Invest.
R/D
O/R
Sign
[illegible]

REMARKS (Division)

RECEIVED
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4-8-75	G. L. Green, Division Engineer for

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

Revised 4-7-75
3-25-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	ST CO
	1	I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.		10,500	17,800	95	10	Oregon	4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEC.
	Gr., Dr., H.T. Pave. & Sign.		▨	▨	▨	▨			I-	5-3	(99

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
	Interstate	Douglas	019

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
- -	I	I-5	1	I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**		I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.						Gr., wit the bour revi slo sign appu
5					**ROW**								
5					**CONST** (CODE) (Safety) 6201		"Elkhead Road Interch. - Rice Hill Interch. Section"	7.1	2,150,000	1,984,000	166,000		ROW Acce Park Com

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	7.1	2,150,000	1,984,000	166,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (83)	REMARKS	

REMARKS

Additional Data: Item Nos. 118, 211
277 & 359
Project Nos. I-5-3(11), (27), (39),
(61), respectively.

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

Revised 4-7-75
3-25-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	10,500	17,800	95	10	Oregon	41	042	809

OPOSED WORK (35 typewriter spaces): , H.T. Pave. & Sign.

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
I-	5-3	(99)	148	

FUNDS: Interstate

EA: - -

COUNTY NAME: Douglas — CODE: 019

ROUTE NO.: I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.						Gr., Dr. & overlay with A.C. pavement the existing south bound lanes. Safety revisions of roadway slopes, guardrail, signs and other appurtenances.
ROW								
CONST (CODE) (Safety) 6201		"Elkhead Road Interch. - Rice Hill Interch. Section"	7.1	2,150,000	1,984,000	166,000		ROW - 250' min. Access Control - full Parking Restrictions Complete.
PROJECT TOTALS			7.1	2,150,000	1,984,000	166,000		

D BY

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 118, 211, 246, 274, 277 & 359
Project Nos. I-5-3(11), (27), (39), (45), (46), and (61), respectively.

-over-

USCOMM DUSCOMM-DC 48005-P61

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE SECTION

PROJECT NO. I-5-3(99)148

Remarks - continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing south bound lanes and (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, minor drainage structures and other appurtenances.

Data for PR-37:

	Type Code	Description	Estimate
Roadway	6201	A.C. Overlay	$1,100
Roadway Safety	6201	Gr., Dr.	56
Safety	Y002	Traffic Signs	3
	Y101	Guardrail	40
			$2,13

Note: The necessary landscaping of this section to conceal the construction scars caused by the work described above will be done under a separate project or projects in the future as "Stage Construction".

IM-50-1-70 Requirements: Exempt from State and District 6 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and May 28, 1971 respectively.

FHPM 7-7-2 Requirements: Negative environmental declaration approved by FHWA on March 27, 1974.

Public Hearings: None required under the provisions of FHPM 7-7-5 par. 6C.

Location/Design: Not a factor in the development of this project.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project", under the provisions of FHPM 6-8-2.1 as the work, other then the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE SECTION

PROJECT NO. I-5-3(99)148

Data for PR-37:

	Type Code	Description	Estimated Total Cost
Roadway	6201	A.C. Overlay	$1,100,000
Roadway Safety	6201	Gr., Dr.	560,000
Safety	Y002	Traffic Signs	30,000
	Y101	Guardrail	460,000
			$2,150,000

ork consists of (1) grade, drain and overlay with
ement the existing south bound lanes and (2)
bring to present Interstate standards the roadway
drail, minor drainage structures and other appur-

y landscaping of this section to conceal the con-
used by the work described above will be done under a
projects in the future as "Stage Construction".

ements: Exempt from State and District 6 Clearinghouse
working agreements dated April 28, 1970 and May 28,

ements: Negative environmental declaration approved by
1974.

None required under the provisions of FHPM 7-7-5 par. 6C.

Not a factor in the development of this project.

e-job trainees, as set forth in FHWA order interim 7-2(2),
ill be determined at PS & E stage and the number stipulated
uments.

roject qualifies as a "Safety Improvement Project", under
FHPM 6-8-2.1 as the work, other then the overlay, is for
roadside features identified as hazardous in the AASHTO
Design and Operational Practices Related to Safety".

project is in Congressional District No. 4.

9157

I-5

Salem, Oregon
March 31, 1975

FET
Frank E. Terpin
Final Design Engineer

Alfred Shirley
Region 3 Engineer

Elkhead Road Interchange-
Rice Hill Interchange Sec.
Pacific Highway
Douglas County

In reviewing the contract plans for this project an oversight has been discovered in the drainage layout at the Yoncalla Interchange.

A Type "G-1" Inlet will be required on the southbound side of the concrete median barrier at Station "Ls" 931+25. It is required to collect storm water and remove it from the pavement before it reaches the median drain slots, causing a large concentration of flow across the pavement.

There are inlet and pipe bid items in the contract but it may be necessary to pay for the installation of the pipe by Extra Work.

FET:jh
cc: C. T. Keasey
Fred Eriksen

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 31 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Received Keep
Do not File ☐
Return To.
Bring Up
Other

8189

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(99)148
Elkhead Road Interchange-Rice Hill Interchange
Pacific Highway

DATE: March 31, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 2 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

I am returning the program and PS&E for the subject section.

I approve the overlay and friction seal for the southbound lanes only. (4-inch, Yoncalla-Elkhead and 5-inch, Yoncalla-Rice Hill)

A visual inspection in 1973 indicated the serviceability of the northbound lane exceeded pt=2.5. Therefore the requested overlay of the northbound lanes is not eligible for Interstate funding.

Your deflection tests on the northbound lanes indicate the pavement may deteriorate rapidly in the near future. I agree that overlaying the northbound lanes now, before the pavement breaks up, will best utilize the existing pavement structure. However, as mentioned above, this overlay is not eligible for Interstate funding.

I cannot approve Mr. Wolfe's March 19, 1975 request for Interstate funding of a 1-inch friction course on the existing northbound lanes between Elkhead and Yoncalla Interchange as requested in Mr. Wolfe's March 21, 1975 letter. If you elect to use Primary funds for a structural overlay of the northbound lanes I can then approve Interstate funding for a friction seal.

NOTED
E. S. HUNTER

[illegible]
4-3-75

Summary:

I approve a 5-inch AC overlay with leveling and friction seal for the southbound lanes between Yoncalla Junction and Rice Hill. My memorandum dated April 11, 1974 approved a 4-inch AC overlay with leveling and friction seal for the southbound lanes between Yoncalla Junction and Elkhead. I do not approve Interstate funding of a structural AC overlay or friction seal for the northbound lanes between Rice Hill and Elkhead.

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If requested, I will approve Primary funding of a structural AC overlay and Interstate funding of a friction seal on the northbound lanes between Rice Hill and Elkhead Interchange.

Please make the appropriate changes to the program and PS&E document.

G. L. Green

Attachments

Budget Bureau No. 41-R2067; App

U.S. DEPA

FORM PR-1
(REV. 4-61)

FEDERAL- AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 3-25-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.	ADT	PRESENT 10,500	FUTURE 17,800	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave. & Sign.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. B-3	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-3

CARD

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA: - -

COUNTY NAME: Douglas   CODE: 019

ROUTE NO. I   FEDERAL-AID: I-5   STATE: 1   U.S.: I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.					
5					ROW							
5	30			3	CONST (CODE) (Safety) 6201	3	"Elkhead Road Interch. - Rice Hill Interch. Section"	7.1	2,600,000	2,399,200	200,800	
							PROJECT TOTALS	7.1	2,600,000	2,399,200	200,800	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 118,
277 & 359
Project Nos. I-5-3(11), (27), (3
(61), respectively.

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-25-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.	ADT	10,500	17,800	95	10	Oregon	41	042	809

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
H.T. Pave. & Sign.						B-3		I-	5-3	(99)	148	

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Douglas	019	☐ 1 OR ☒ 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- -	I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.						Gr., Dr. & overlay with A.C. pavement the existing south bound lanes, & overlay 2.2 miles of the N. bd lanes. Safety revisions of roadway slopes, guardrail, signs and other appurtenances.
ROW								
CONST (CODE) (Safety) 6201	3	"Elkhead Road Interch. - Rice Hill Interch. Section"	7.1	2,600,000	2,399,200	200,800		ROW - 250' min. Access Control - full Parking Restrictions Complete.
D BY		PROJECT TOTALS	7.1	2,600,000	2,399,200	200,800		

APPROVAL DATES

ON DIVISION

REMARKS

Additional Data: Item Nos. 118, 211, 246, 274, 277 & 359
Project Nos. I-5-3(11), (27), (39), (45), (46), and (61), respectively. -over-

USCOMM DUSCOMM-DC 48905-P61

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE SECTION

PROJECT NO. I-5-3(99)148

Remarks - continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing south bound lanes and overlay the north bound lanes from Yoncalla Interchange to Rice Hill. (2) Safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, minor drainage structures and other appurtenances.

Note: The necessary landscaping of this section to conceal the construction scars caused by the work described above will be done under a separate project or projects in the future as "Stage Construction".

IM-50-1-70 Requirements: Exempt from State and District 6 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and May 28, OK 1971 respectively.

FHPM 7-7-2 Requirements: Negative environmental declaration approved by FHWA on March 27, 1974. OK

Public Hearings: None required under the provisions of FHPM 7-7-5 par. 6C. OK

Location/Design: Not a factor in the development of this project. OK

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project", under the provisions of FHPM 6-8-2.1 as the work, other then the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Esti
Roadway	6201	A.C. Overlay	
Roadway Safety	6201	Gr., Dr.	
Safety	Y002	Traffic Signs	
	Y101	Guardrail	

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE SECTION

PROJECT NO. I-5-3(99)148

nued

he work consists of (1) grade, drain and overlay with e pavement the existing south bound lanes and overlay lanes from Yoncalla Interchange to Rice Hill. (2) s to bring to present Interstate standards the roadway guardrail, minor drainage structures and other appur-

ssary landscaping of this section to conceal the con- caused by the work described above will be done under a t or projects in the future as "Stage Construction".

uirements: Exempt from State and District 6 Clearinghouse der working agreements dated April 28, 1970 and May 28, OK ly.

uirements: Negative environmental declaration approved by 27, 1974. OK

s: None required under the provisions of FHPM 7-7-5 par. 6C. OK

n: Not a factor in the development of this project. OK

-the-job trainees, as set forth in FHWA order interim 7-2(2), t will be determined at PS & E stage and the number stipulated documents.

e project qualifies as a "Safety Improvement Project", under of FHPM 6-8-2.1 as the work, other then the overlay, is for of roadside features identified as hazardous in the AASHTO ay Design and Operational Practices Related to Safety".

is project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Estimated Total Cost
Roadway	6201	A.C. Overlay	$1,490,000
Roadway Safety	6201	Gr., Dr.	880,000
Safety	Y002	Traffic Signs	30,000
	Y101	Guardrail	200,000
			$2,600,000

TRA 7-2 R

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE March 27, 1975

TO ~~J. H. Versteeg~~
~~Road Design Engineer~~

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT Preliminary Plans
Temporary Protection and
Direction of Traffic

We have reviewed the preliminary plans for Temporary Protection and Direction of Traffic for the Elkhead Road Interchange-Rice Hill Interchange Section of I-5, and the Fountain Slide Section of I-80N. Based on our review, it is requested that the following revisions be made.

1. Standard detail sheet S-12 (see attached copies) has recently been revised to eliminate the SINGLE LANE AHEAD sign, so this sign should be deleted from the plans.
2. It is the Highway Division's policy not to use the LANE ENDS-MERGE LEFT (RIGHT) sign, so this sign should also be deleted from the plans. (See Oregon Supplement-Standard Practice and Interpretations, page 7).
3. According to the MUTCD, the RIGHT (LEFT) LANE ENDS sign is intended for use in advance of permanent lane drops. For temporary lane closures, the appropriate sign shown on the illustrations in the MUTCD is RIGHT (LEFT) LANE CLOSED AHEAD.
4. It is noted that on both plans a SLOW sign was used in the construction signing sequence in advance of ROAD CONSTRUCTION AHEAD and the construction speed signs. When construction speed signs are used with a designated speed the SLOW sign with flasher is not required and should be deleted.

On Sheet 2E-2 showing permanent signing for the Fountain Slide Section of I-80N a note should be included with the flasher on the SLIDE AREA and SLIDE AREA ½ MILE sign stating that the flasher is to operate under conditions II, III, and IV.

DKH:cr
cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
Carroll Keasey
Al Shirley
C. M. Williams
John Woods

RECEIVED
MAR 31 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU C

DATE SUBMITTED TO W.O. 3-25-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1	I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.		10,500	17,800	95	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	Gr., Dr., H.T. Pave. & Sign.								I-	5-3	(99)

CARD

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA: - -

COUNTY NAME: Douglas

CODE: 019

ROUTE NO.: I

FEDERAL-AID: I-5

STATE: 1

U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
5					**PE**		I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.						Gr., Dr with A.C the exis bound la lay 2.2 N. bd la revisions slopes, signs and appurtena
5					**ROW**								
5					**CONST** (CODE) (Safety) 6201		"Elkhead Road Interch. - Rice Hill Interch. Section"	7.1	2,600,000	2,399,200	200,800		ROW - 25 Access Co Parking R Complete
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	7.1	2,600,000	2,399,200	200,800		

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 118, 211, 246
277 & 359
Project Nos. I-5-3(11), (27), (39)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-25-75

CT LOCATION (45 typewriter spaces) , 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.	ADT	PRESENT 10,500	FUTURE 17,800	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042
								ITEM NO. 809

ORK (35 typewriter Pave. & Sign.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-3	SEQ. NO. (99)	I. Projects Only POST MI. 148	DESIG.

Interstate

COUNTY NAME Douglas — CODE 019

- -

ROUTE NO. I — FEDERAL-AID I-5 — STATE 1 — U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5, 2.2 mi. S. Yoncalla Interch., N. 7.1 mi.						Gr., Dr. & overlay with A.C. pavement the existing south bound lanes, & overlay 2.2 miles of the N. bd lanes. Safety revisions of roadway slopes, guardrail, signs and other appurtenances.
OW								
ONST CODE) afety) 6201		"Elkhead Road Interch. - Rice Hill Interch. Section"	7.1	2,600,000	2,399,200	200,800		ROW - 250' min. Access Control - full Parking Restrictions - Complete.
		PROJECT TOTALS	7.1	2,600,000	2,399,200	200,800		

ROVAL DATES

REMARKS

Additional Data: Item Nos. 118, 211, 246, 274, 277 & 359
Project Nos. I-5-3(11), (27), (39), (45), (46), and (61), respectively.
-over-

USCOMM DUSCOMM-DC 48908-P61

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE SECTION

PROJECT NO. I-5-3(99)148

Remarks - continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing south bound lanes and overlay the north bound lanes from Yoncalla Interchange to Rice Hill. (2) Safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, minor drainage structures and other appurtenances.

Note: The necessary landscaping of this section to conceal the construction scars caused by the work described above will be done under a separate project or projects in the future as "Stage Construction".

IM-50-1-70 Requirements: Exempt from State and District 6 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and May 28, 1971 respectively.

FHPM 7-7-2 Requirements: Negative environmental declaration approved by FHWA on March 27, 1974.

Public Hearings: None required under the provisions of FHPM 7-7-5 par. 6C.

Location/Design: Not a factor in the development of this project.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project", under the provisions of FHPM 6-8-2.1 as the work, other then the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Estimate
Roadway	6201	A.C. Overlay	$1,49
Roadway Safety	6201	Gr., Dr.	88
Safety	Y002	Traffic Signs	3
	Y101	Guardrail	2
			$2,6

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE SECTION

PROJECT NO. I-5-3(99)148

ued

he work consists of (1) grade, drain and overlay with
pavement the existing south bound lanes and overlay
lanes from Yoncalla Interchange to Rice Hill. (2)
to bring to present Interstate standards the roadway
guardrail, minor drainage structures and other appur-

ssary landscaping of this section to conceal the con-
caused by the work described above will be done under a
or projects in the future as "Stage Construction".

uirements: Exempt from State and District 6 Clearinghouse
der working agreements dated April 28, 1970 and May 28,
ly.

irements: Negative environmental declaration approved by
7, 1974.

: None required under the provisions of FHPM 7-7-5 par. 6C.

n: Not a factor in the development of this project.

-the-job trainees, as set forth in FHWA order interim 7-2(2),
t will be determined at PS & E stage and the number stipulated
documents.

project qualifies as a "Safety Improvement Project", under
of FHPM 6-8-2.1 as the work, other then the overlay, is for
of roadside features identified as hazardous in the AASHTO
ay Design and Operational Practices Related to Safety".

is project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Estimated Total Cost
Roadway	6201	A.C. Overlay	$1,490,000
Roadway Safety	6201	Gr., Dr.	880,000
Safety	Y002	Traffic Signs	30,000
	Y101	Guardrail	200,000
			$2,600,000

8189

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 21, 1975

Mr. Glen Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

Dear Mr. Green:

Subject: Elkhead Road-Yoncalla Interchange
Pacific Highway (FAR 3)
Douglas County
#10-41-B3

Enclosed herewith a report and photography on the subject section of the Pacific Highway (FAR 3) over the signature of C. J. Gregg, Base Design Engineer.

We request your approval of a recommended 1-inch friction course on the northbound lanes.

Very truly yours,

Victor D. Wolfe
Location Engineer

Enc.

VDW:mc

bc E. S. Hunter
C. J. Gregg

RECEIVED
MAR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8187

15

Salem, Oregon
February 28, 1975

48516 - Neuner (Trustee)
Elkhead Road - Rice Hill Section
Pacific Highway
Douglas County

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Attached is a description, an authorization and prints of a sketch map covering a permanent easement for a haul road to the Big Baldy quarry.

We are also processing a revised taking from B.L.M. under existing File 35391 for the quarry site itself and will submit the filing map when completed.

Please note that the description of the haul road is in general terms as the road presently exists and has been used as a haul road previously.

It is our understanding that the material from the quarry may be used for several projects that are to be contracted in the near future.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 28 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8177

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
JAN 29 '75
REFER TO Hunter
FOR
Info Inves

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 28, 1975

In reply refer to: 1041BR/407.2

SUBJECT: Oregon I-5 Bridge Clearances

FROM : G. L. Green, Division Engineer

E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. E. S. Hunter, Asst State Highway Engineer

We have reviewed the following information submitted by Mr. Hunter on raising the bridges listed below with Interstate funds:

A. E. JOHNS

Mr. Hunter's Letter on Structure Modification Report	Section
12-19-74	Elkhead Road - Rice Hill Sec. Pleasant Valley Rd Uxing Yoncalla Jct Uxing, Hwy 236 Farm Rd Uxing (equipment pass)
12-27-74	Winchester Int. - Garden Valley Rd Sec. Winchester Rd. Broad St. (Airport Rd) Garden Valley
1-8-75	N. Oakland Jct - Sutherlin Sec. Manning Rd Uxing Green Valley Rd (cemetary)

E. S. HUNTER

Our review shows that all clearances within the traveled way are greater than 14' with the added overlays. Supporting information does not indicate structurally damaging hits or excessive maintenance cost. Any additional Interstate funding is not available for such work. We therefore cannot approve Interstate funds for raising these structures.

G. L. Green

cc:
OSHD (W. Hart)
Region (10BR) w/ OSHD Report
on Elkhead & Winchester

1-30-75
cc [illegible]

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

December 19, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Structure Modification Report
Elkhead Road-Rice Hill Section
Interstate 5, Douglas County

Enclosed is our structure modification report concerning the three undercrossing structures on the above section that will need to be raised to avoid further potentially serious damage from collisions by overheight vehicles.

We request that you concur with our proposal to raise these structures in connection with the proposed overlay project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

WAE:jp js

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
W. J. Hart w/report
J. H. Versteeg w/att.
A. Shirley, Jr. w/att.

OREGON DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

STRUCTURE MODIFICATION REPORT
ELKHEAD ROAD - RICE HILL SECTION
INTERSTATE 5
DOUGLAS COUNTY

F. B. KLABOE
Administrator and State Highway Engineer

Victor D. Wolfe
Location Engineer

December 1974

CONCLUSIONS

Three undercrossings on the Elkhead Road-Rice Hill Section of Interstate 5 will have vertical clearances, after the overlay, that will further increase the probability of structural damage from collisions by trucks and other motor vehicles.

The proposed safety improvement project includes a five-inch overlay on both the southbound and northbound lanes from Rice Hill Frontage Road Overcrossing (MP 148.21) to Yoncalla Junction (ORE 236) Undercrossing (MP 150.34) and a five-inch overlay on the southbound lanes from Yoncalla Junction to the Elkhead Road Overcrossing (MP 154.54). Adequate clearance for the structures can be obtained by either raising the structure or lowering the roadway. Raising the structure is the least expensive of the two alternatives.

It is realized that State law limits the height of vehicles to 13-1/2 feet (special permits grant up to 14 feet) with the height determined while the vehicle is stationary, and that one hundred percent enforcement is virtually impossible. It is conceivable that collision damage on the structures is the result of "bootleg" vehicles. It is recognized nationally that even with mandatory tiedowns on overheight equipment (booms, et cetera), loads do bounce. These factors, among others, make it difficult to enforce the law unless the damage to the structure is witnessed by a credible person so that the offender can be apprehended.

RECOMMENDATIONS

It is recommended that a vertical clearance of 17 feet above the roadway be provided by raising the following structures on the Elkhead Road-Rice Hill Section of Interstate 5, as part of the contemplated safety improvements, at the estimated costs indicated:

Structure	Estimated Cost
Pleasant Valley Road Undercrossing	$ 150,000
Yoncalla Junction Undercrossing of Highway 236	$ 150,000
Farm Road Undercrossing	$ 150,000
Total	$ 450,000

VERTICAL CLEARANCE AND DAMAGE TO STRUCTURES

Studies of damage to structures caused by collisions from motor vehicles indicate that a minimum 16'6" vertical clearance is necessary to prevent serious cumulative damage to the structure. Detailed information can be found in the three-volume report, "A Study of Damage to Undercrossing Structures on Interstate 5, California to Hayesville Interchange" (Nov. 1973) prepared by the Location Section.

There are three undercrossings with vertical clearances on the Elkhead Road-Rice Hill Section considered to be inadequate. In order to determine the best course of action for structural modification to provide an adequate clearance after completion of the overlay project (5-inch asphaltic concrete overlay is approved on both northbound and southbound lanes between MP 148.21 and MP 150.34 and on southbound lanes only between MP 150.34 and MP 154.54), the vertical clearances of these structures were considered. These are shown in the following tabulation:

Structure	MP	Original Design Clearance (Centerline unless otherwise stated)	Existing Clearance (Minimum)	Clearance After Overlay
Pleasant Valley Road Undercrossing, #7639A	151.81	15'1-3/4" NB 15'7" SB	14'7" NB 15'4" SB	14'7" NB 14'11" SB
Yoncalla Junction Undercrossing of Hwy 236, #7642	150.34	15'01" (minimum)	15'4-1/2" NB 13'2" SB	14'11-1/2" NB 12'9" SB
Equipment Pass (Farm Road) Undercrossing, #7643	149.39	15'1-1/2" (CL, SB)	16'0" NB 16'0" SB	15'7" NB 15'7" SB

Only the alternative of raising the structure in each case was considered. We have determined that the average cost for raising a structure is $150,000, and that of lowering the grade of the freeway below an undercrossing when AC pavement is involved averages some $400,000. In comparing the two alternatives it would be less costly to raise a structure than to lower the grade. (The only PCC pavement on this section of Interstate 5 is in the southbound lanes between Stations 1045 and 1054, approximately MP 148.04 to MP 148.21. Even this has an AC overlay. It is beyond the limits of the present overlay project.)

A discussion of each structure with recommended action follows:

Pleasant Valley Road Undercrossing, Structure #7639A, MP 151.81

After the overlay, the minimum vertical clearance would be 14'7" on the northbound lanes and 14'11" on the southbound lanes. Our structural damage study of the Interstate 5 undercrossings shows numerous scars on and chips out of the girders above the northbound lanes. The estimated cost of raising the structure is $150,000, and it is recommended that the structure be raised to provide a minimum vertical clearance of 17 feet after the overlay since the cost for lowering the grade would be more than double this cost.

Yoncalla Junction Undercrossing of Hwy 236, Structure #7642, MP 150.34

This structure has a substandard minimum clearance of 13'2" above the southbound lanes, and a clearance of 15'4-1/2" over the northbound lanes. After the overlay the clearance over the southbound lanes would be reduced to 12'9" and that over the northbound lanes to 14'11-1/2".

The structure damage study showed evidence of hits (chips and notches) on most of the girders above the southbound lanes. It is recommended that the structure be raised to provide a minimum vertical clearance of 17 feet above the southbound lanes after the overlay. Lowering the grade was not considered for reasons cited above. Since the structure is similar to the Pleasant Valley Road Undercrossing, the estimated cost is $150,000 for this work.

Farm Road Undercrossing, Structure #7643, MP 149.39

After the overlay, the minimum vertical clearances under this structure would be 15'7" over both northbound and southbound lanes. Nevertheless, it is recommended that the structure be raised to provide a minimum vertical clearance after the overlay. The structure damage study shows scratches, drag marks, and large nicks on the bottom girders above all four lanes, with evidence of at least six major hits. Obviously a clearance that would ordinarily be thought adequate has not been sufficient to avoid structural damage. The estimated cost of the work is $150,000. Lowering the grade is again considered to be more expensive.

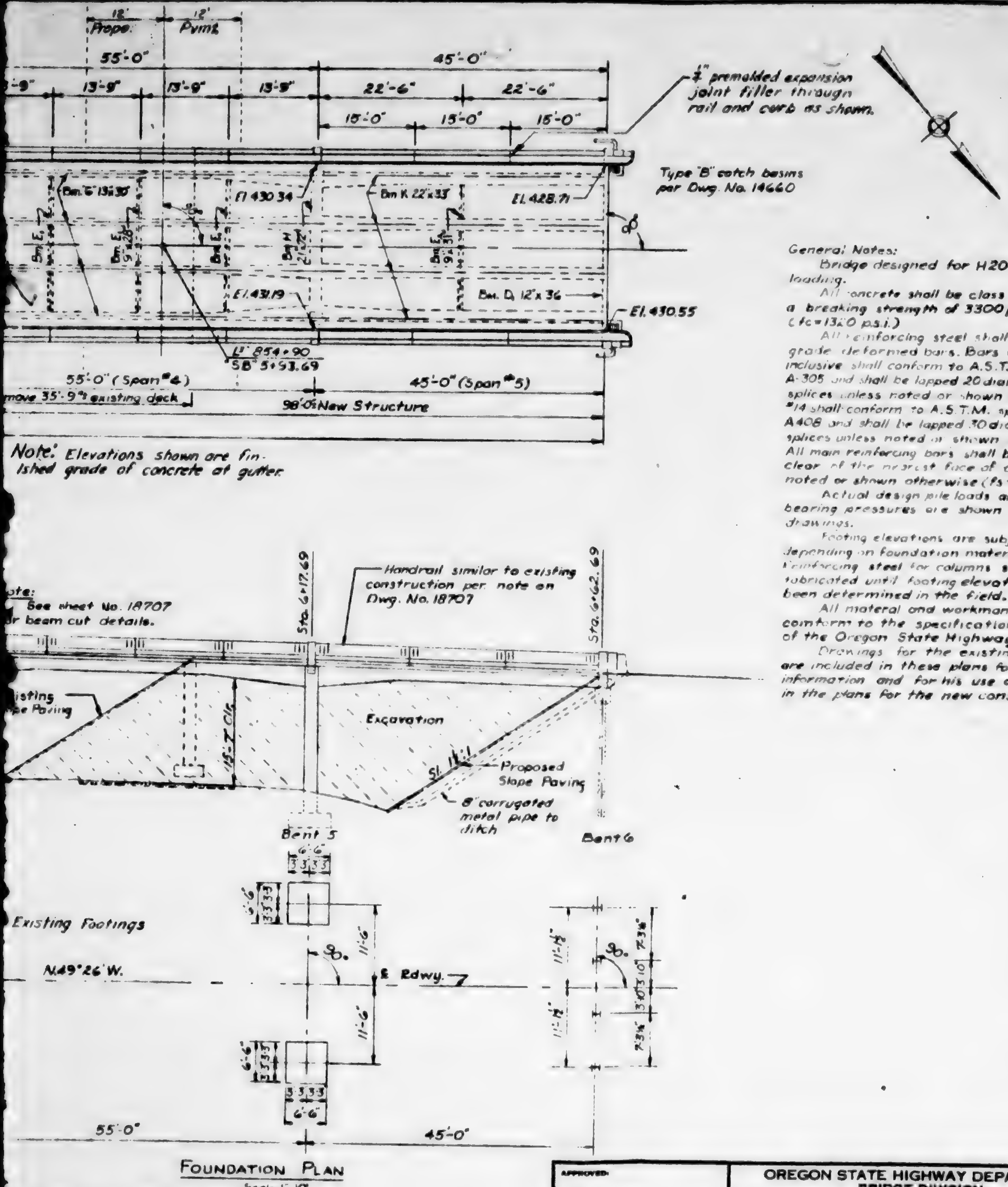
Drawings of the structures discussed above are shown in Appendix I, and inspection records in Appendix II.

APPENDIX I

DRAWINGS OF STRUCTURES

Elkhead Road-Rice Hill Section

Interstate 5



FOUNDATION PLAN

Scale 1"=10'

General Notes:

Bridge designed for H20-S16-44 loading.

All concrete shall be class "A" and have a breaking strength of 3300 psi. in 28 days. (fc=1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars. Bars from #3 to #11, inclusive shall conform to A.S.T.M. specification A-305 and shall be lapped 20 diameters at all splices unless noted or shown othewise. Bars #14 shall conform to A.S.T.M. specification A408 and shall be lapped 30 diameters at all splices unless noted or shown otherwise. All main reinforcing bars shall be placed 2" clear of the nearest face of concrete unless noted or shown otherwise (fs=20,000 psi).

Actual design pile loads and footing bearing pressures are shown on detail drawings.

Footing elevations are subject to change depending on foundation materal encountered. Reinforcing steel for columns shall not be fabricated until footing elevations have been determined in the field.

All materal and workmanship shall comform to the specifications for bridges of the Oregon State Highway Commission.

Drawings for the existing structure are included in these plans for the contractors information and for his use as directed in the plans for the new construction.

TEST HOLE DATA

Sta.	Top Elev.	Bott. Elev.
4+37.69	429.0	412.0
4+71.69	427.0	407.0
5+49.69	425.0	410.0

▨ Top Soil
▨ Soft Brown Clay
▨ Hard Grey Shale

APPROVED:
Ivan D. Merchant
BRIDGE ENGINEER
P. M. Stephenson
ASS'T. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER

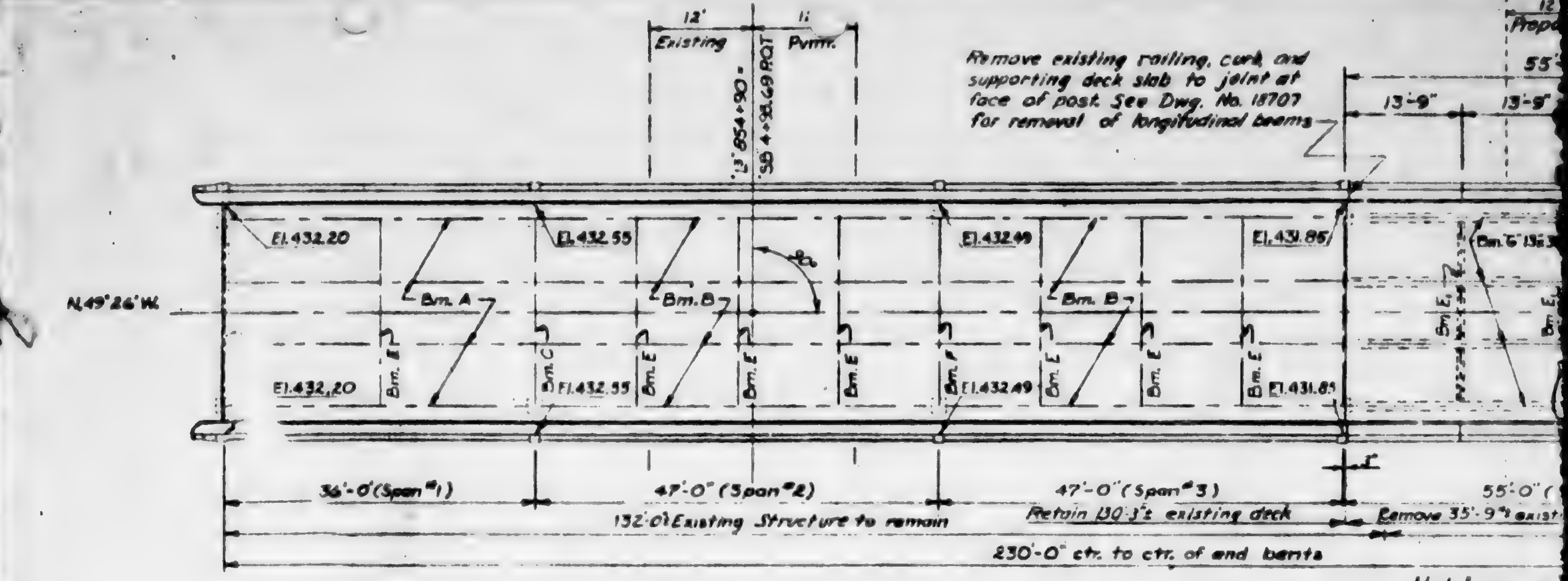
DESIGNED ABL
DRAWN L.W.
CHECKED OP
CALC. BOOK 742

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PLEASANT VALLEY SCHOOL UXING RECONSTRUCTION
ELKHEAD RD.-YONCALLA INTERCHANGE SECTION
PACIFIC HIGHWAY DOUGLAS COUNTY

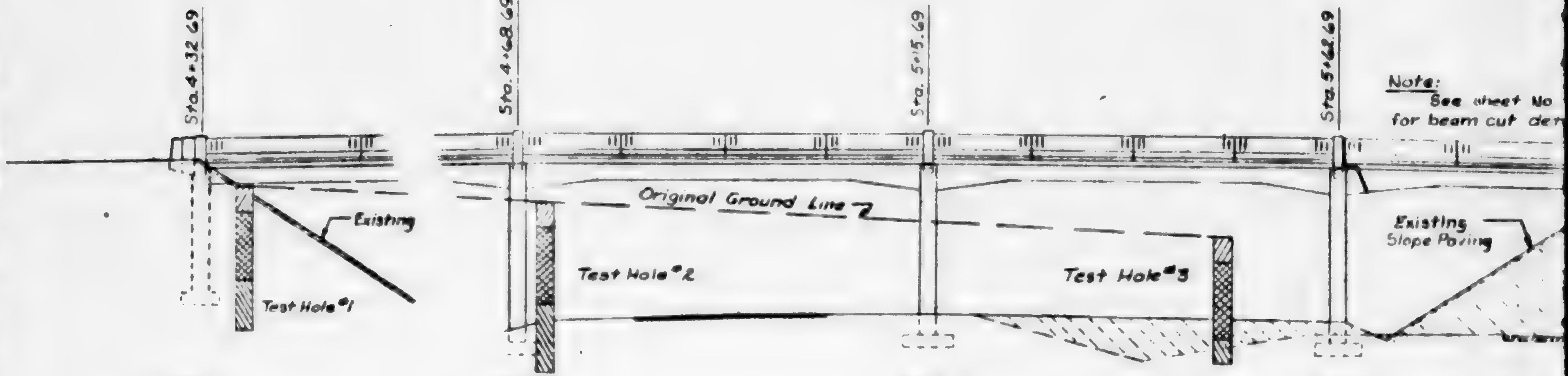
PLAN & ELEVATION

DATE 3-11-63 BRIDGE NO. 7639A
ACCOMPANIED BY DWGS. 18706,-7
10654,-6, 11660, 5118, 1862
SHEET 1 OF 9
DRAWING NO. 18705


12'
Existing
11
Pvmt.
℄ 854+90= SB 4+98.69 PROP.
Remove existing railing, curb and supporting deck slab to joint at face of post. See Dwg. No. 18707 for removal of longitudinal beams
12
Prop
55'
13'-9"
13'-9"
El. 432.20
El. 432.55
El. 432.49
El. 431.85
Bm. A
Bm. B
Bm. B
Bm. C
Bm. E
Bm. E
Bm. F
Bm. "G"
N.49°26'W.
36'-0" (Span #1)
47'-0" (Span #2)
47'-0" (Span #3)
55'-0" (
132'-0" Existing Structure to remain
Retain 130'-3"± existing deck
Remove 35'-9"± existi
230'-0" ctr. to ctr. of end bents

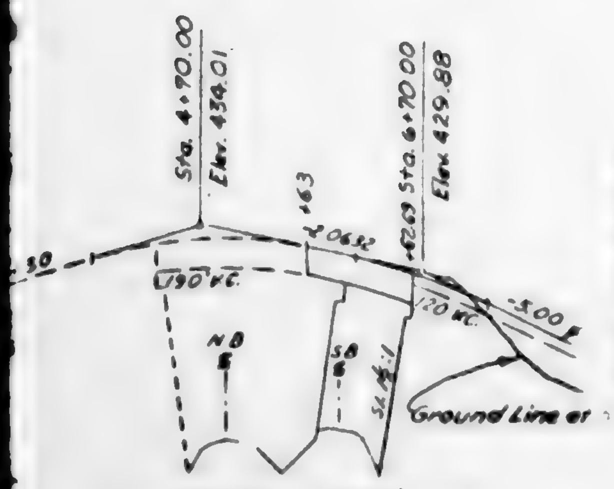
Note: Elevatio
ished grade o

PLAN
Scale: 1"=10'-0"



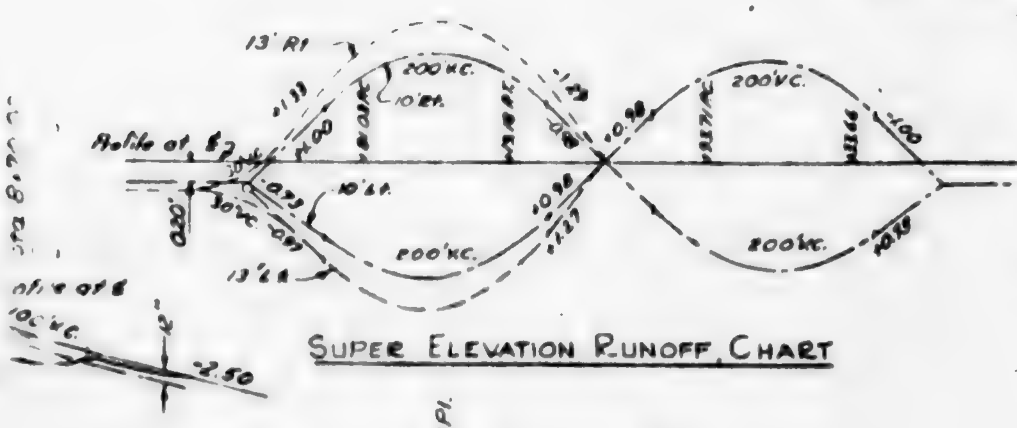
Note:
See sheet No
for beam cut det

ELEVATION
Scale: 1"=10'-0"

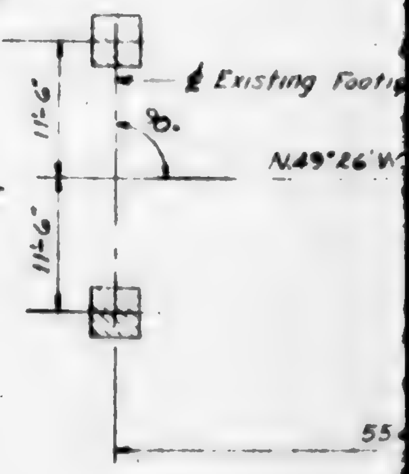


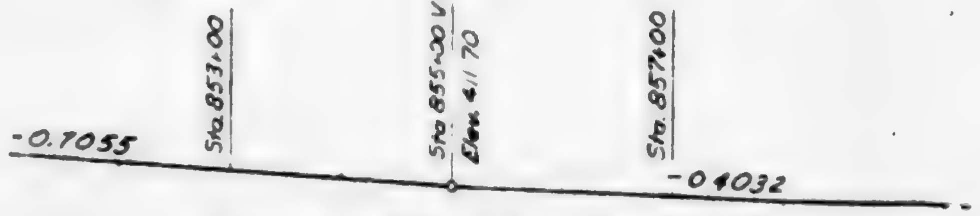
PROFILE "SB" LINE

Profile grade is finished grade of concrete at ℄ of deck.



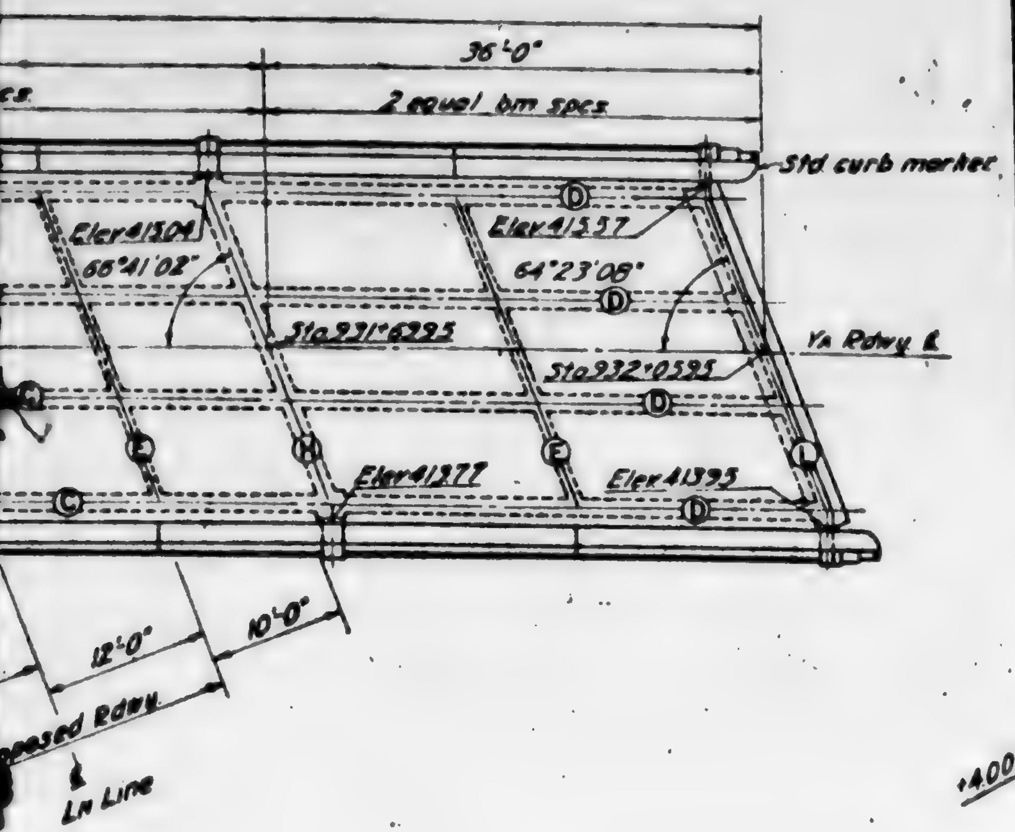
SUPER ELEVATION RUNOFF CHART

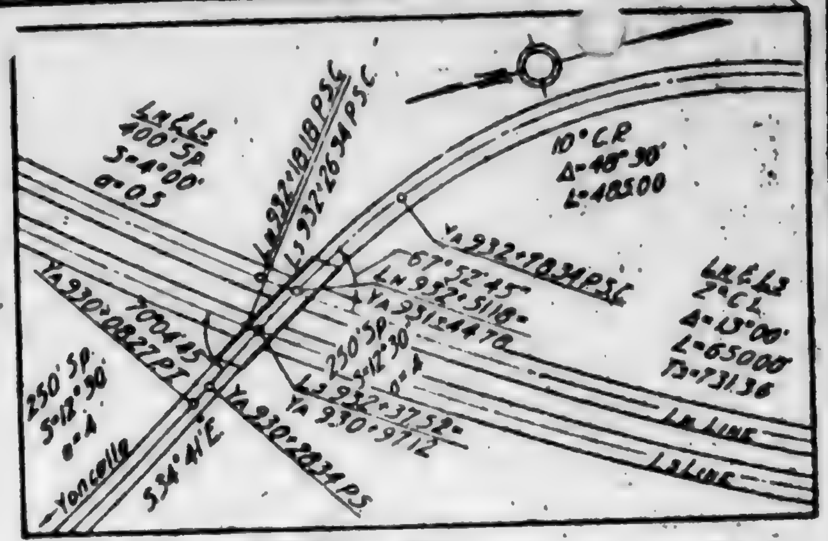




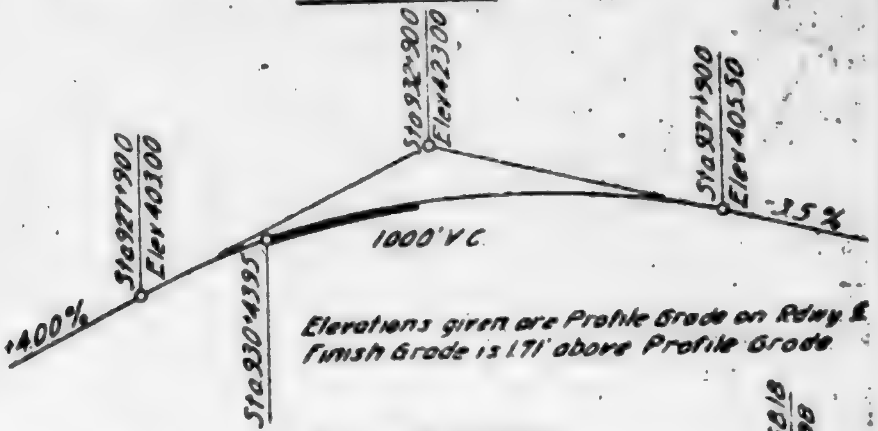
GRADE LINE PACIFIC HIGHWAY
SOUTH BOUND

TEST HOLE D		
No.	Sta.	Top
1	4+37.69	429
2	4+71.69	427.
3	5+49.69	428.



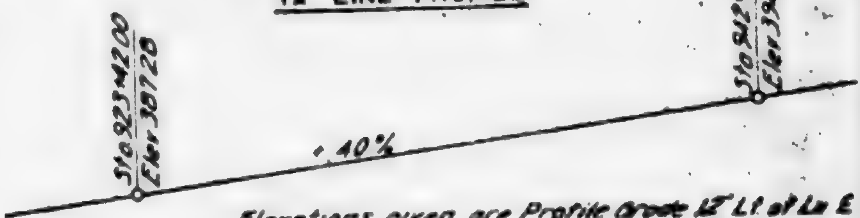


VICINITY MAP



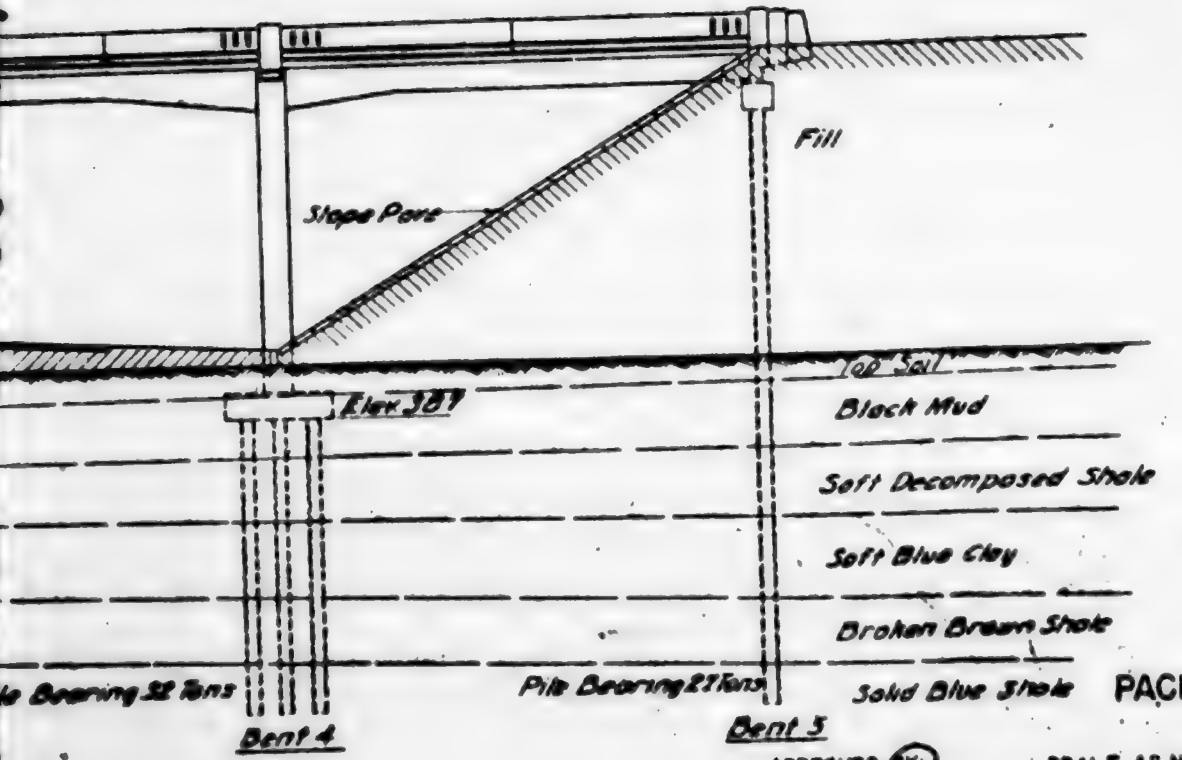
Elevations given are Profile Grade on Rdwy ℄
Finish Grade is 1.71' above Profile Grade

Ya LINE PROFILE



Elevations given are Profile Grade 12' Lt. of Ln ℄
Finish Grade is 1.71' above Profile Grade

Ln & Ls LINE PROFILE



OREGON
STATE HIGHWAY COMMISSION

YONCALLA JUNCTION UNDERCROSSING

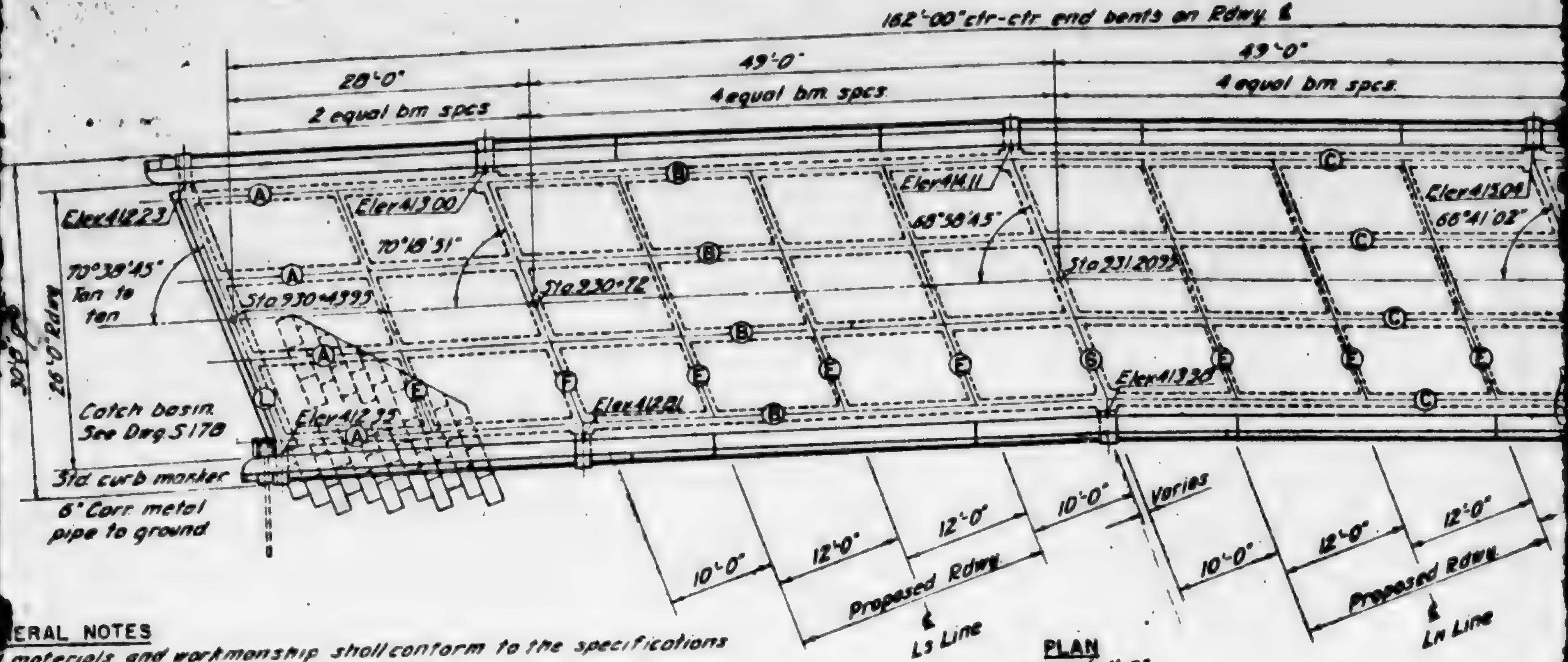
DIVIDE - RICE HILL SECTION
PACIFIC HIGHWAY — DOUGLAS COUNTY
PLAN AND ELEVATION

APPROVED BY:
G S Paxson
BRIDGE ENGINEER

SCALE AS NOTED
FEBRUARY 24, 1953
CALC. BK. NO. 314
ACCOMPANIED BY DWGS. 10717, 10718, 107[illegible]4 & 8-178

DRAWN BY C.E.M.
TRACED BY G.W.T.
CHECKED BY

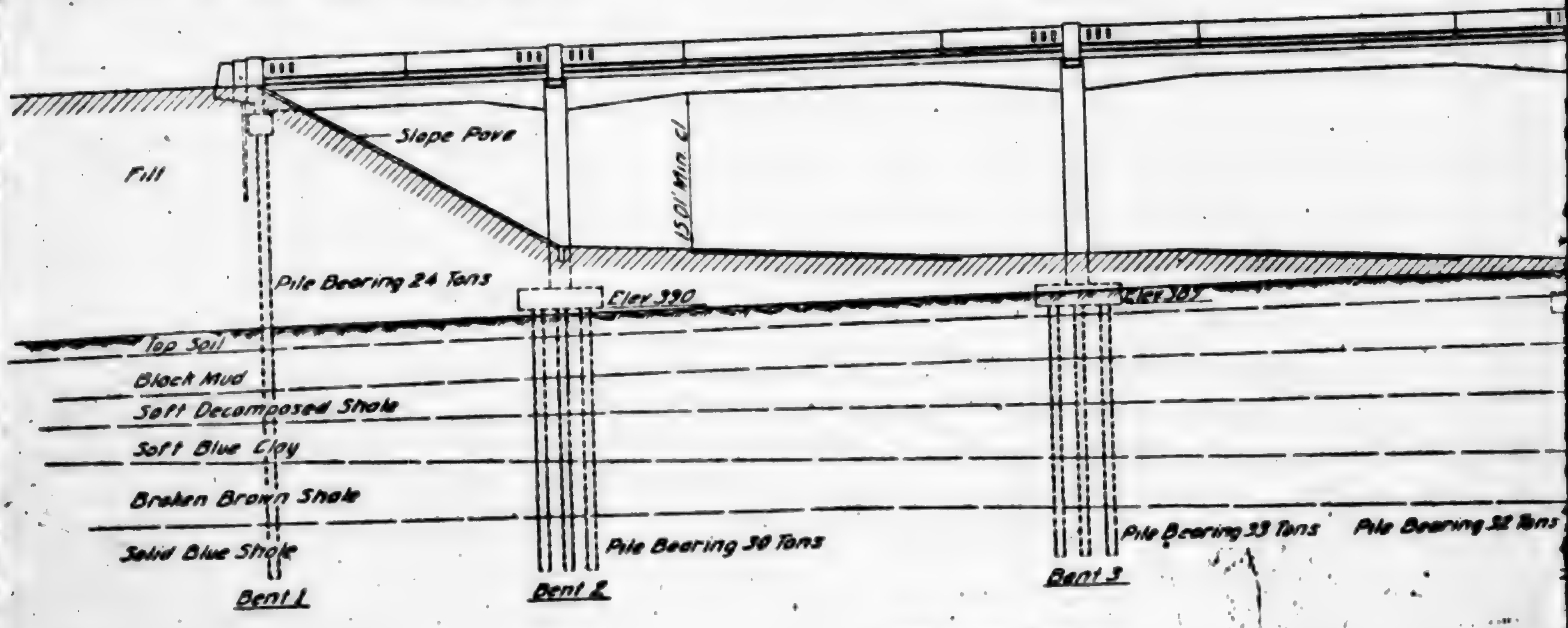
SHEET 1 OF 5
BRIDGE NO. 7648
DRAWING NO. 10716



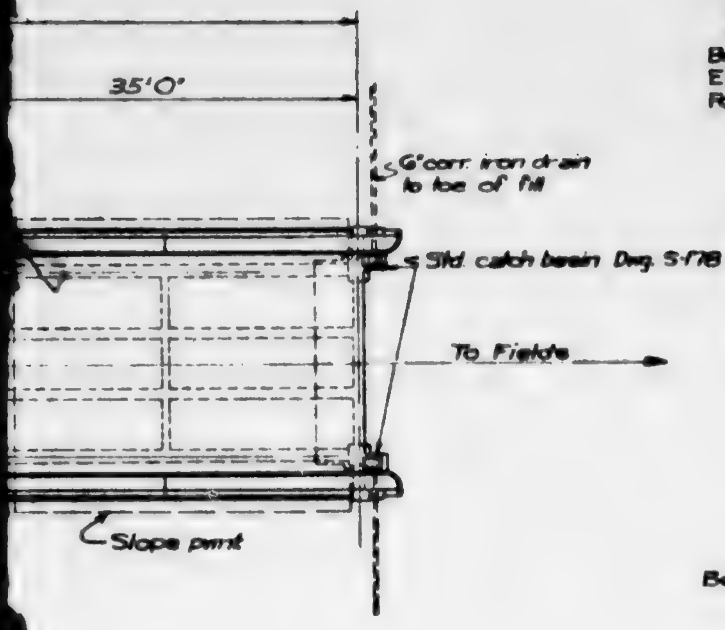
PLAN
Scale: $\frac{1}{8}$"=1'-0"

ERAL NOTES

materials and workmanship shall conform to the specifications
the Oregan State Highway Commission.
concrete shall be class "A" and shall attain a breaking strength
3300 p.s.i in 28 days (fc=1320 p.s.i)
reinforcing steel shall be intermediate grade deformed bars.
from No 3 to No 11 inclusive shall conform to A.S.T.M specif-
tions A 305-50T and shall be lapped 20 diameters unless noted
shown otherwise. 1¼" bars shall be lapped 20 diameters
s noted or shown otherwise. All bars shall be placed 2"
of nearest face of concrete unless otherwise shown.
20,000 p.s.i
ridge designed for 2.0 lanes H20-S16-44 loading except
gitudinal beams which are designed for 2.6 lanes with load
ally distributed to all longitudinal beams
levations shown are finish grade at gutter line.



DEVELOPED ELEVATION
Scale: $\frac{1}{8}$"=1'-0"


35'0"
6" corr. iron drain to toe of fill
Std. catch basin Dwg. S-178
To Fields
Slope pnint

GENERAL NOTES:

All material and workmanship shall conform to the specifications of the Oregon State Highway Commission.

All concrete shall be class "A" and shall attain a breaking strength of 3300 psi in 28 days. (fc=1320 psi)

All reinforcing shall be intermediate grade, deformed bars conforming to ASTM spec. A305-50T. (fs=20,000 psi). Place bars 2" from nearest face of concrete unless shown or noted otherwise. Lap splices 20 diameters or as shown.

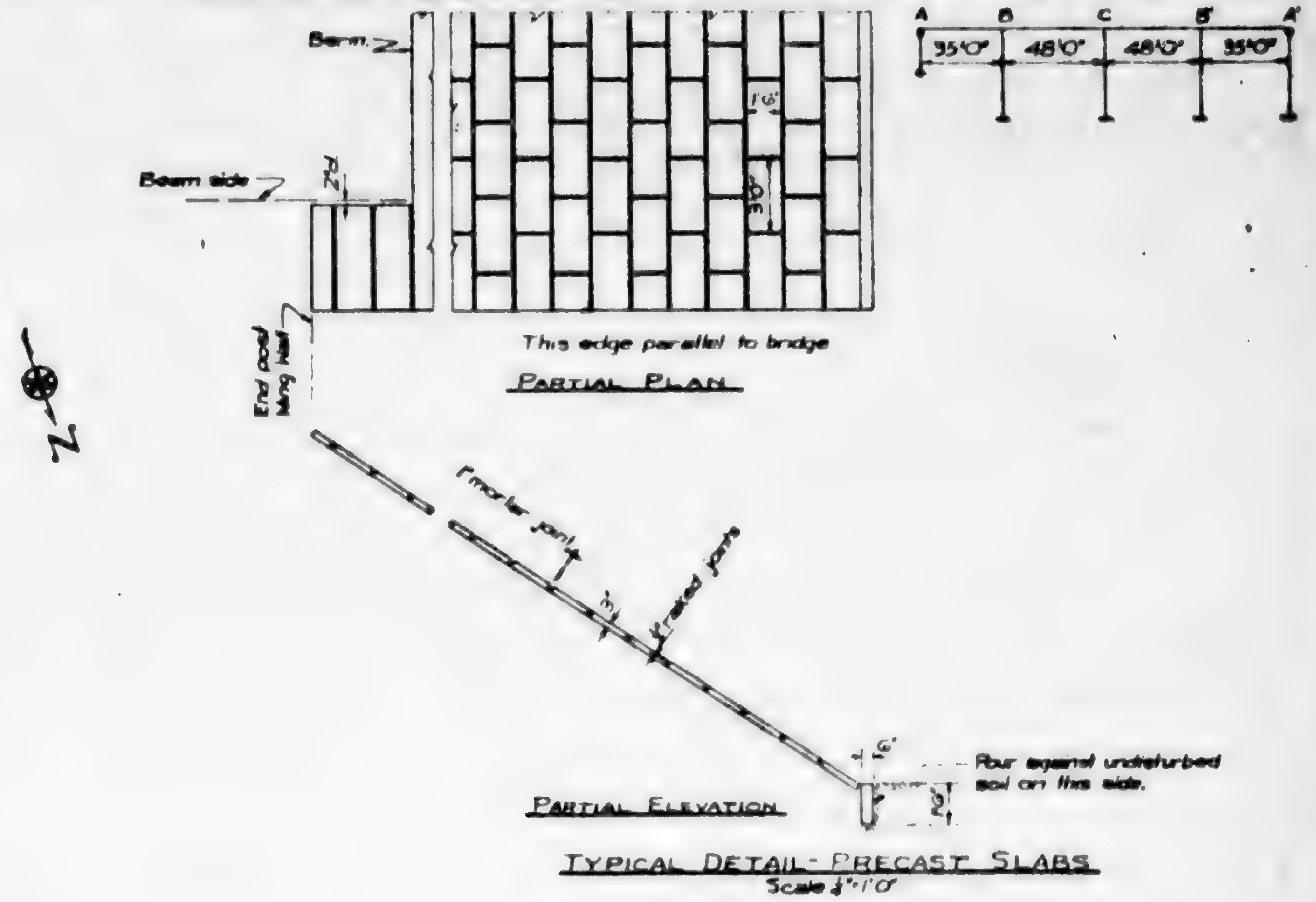
Bridge designed for 2 lanes H-15-44 loading. Equal distribution to bms.

Elevations shown are finished grades at gutter.

Footings designed for soil bearing pressure of 5 Tons/□' maximum.

DESIGN DATA

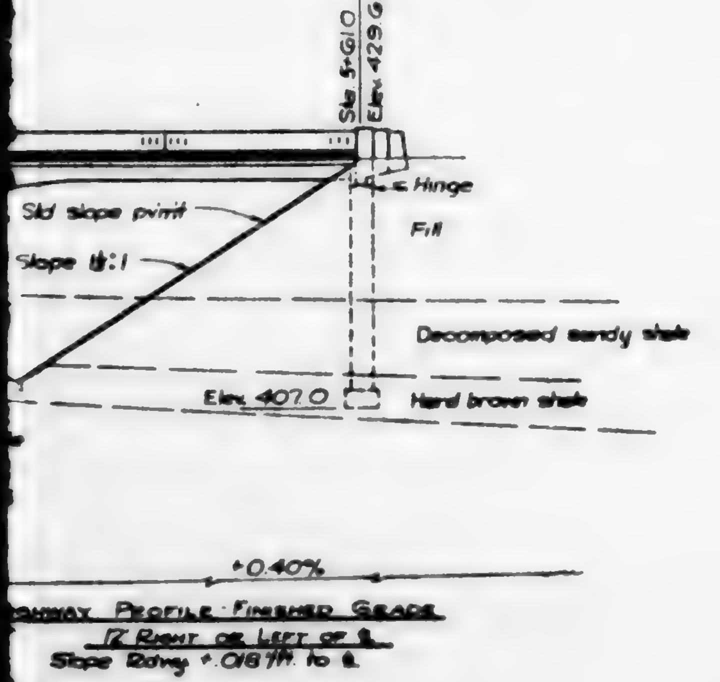
	Moments in Kips					℄ Series	Shear in kips		
	MA	+MAB	−MB	+MBC	−MC	VCB	VBC	VBA	VAB
UDL	0	60.0	189.2	57.0	205.0	21.3	20.9	18.6	12.2
CDL	0	0.9	8.5	3.4	11.8	1.5	1.4	1.0	0.0
CLL+I	0	100.0	—	101.3	—	—	—	—	—
CLL+I −ULL+I	0	—	152.8	—	152.5	21.2	21.1	20.2	17.3
Totals	0	160.9	350.5	161.7	369.9	44.0	42.4	39.8	29.5



PARTIAL PLAN

PARTIAL ELEVATION

TYPICAL DETAIL - PRECAST SLABS
Scale ½"=1'0"



APPROVED:

BRIDGE ENGINEER

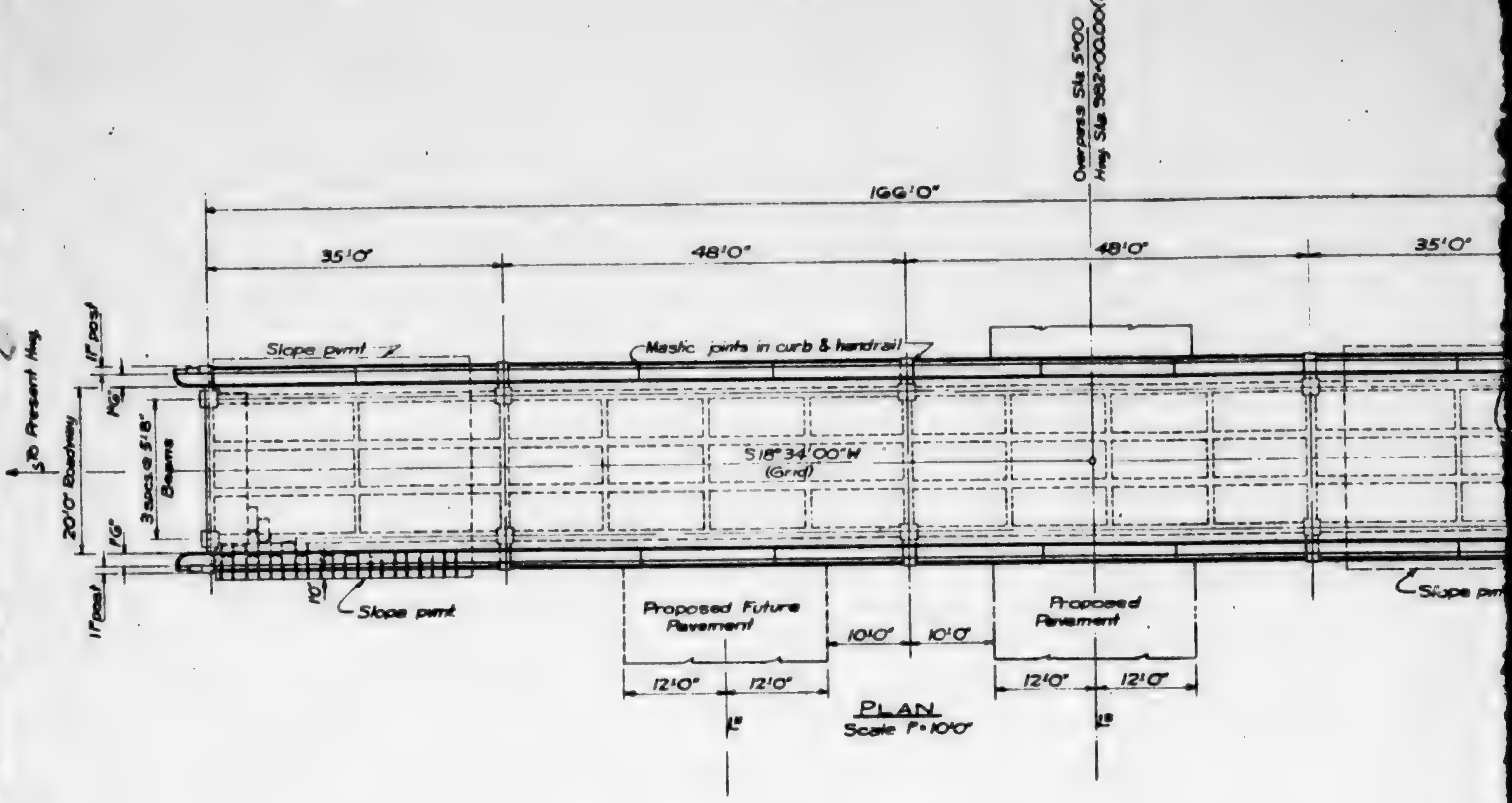
OREGON
STATE HIGHWAY COMMISSION

FARM ROAD UNDERCROSSING
DIVIDE—RICE HILL SECTION
PACIFIC HIGHWAY—DOUGLAS COUNTY
PLAN & ELEVATION

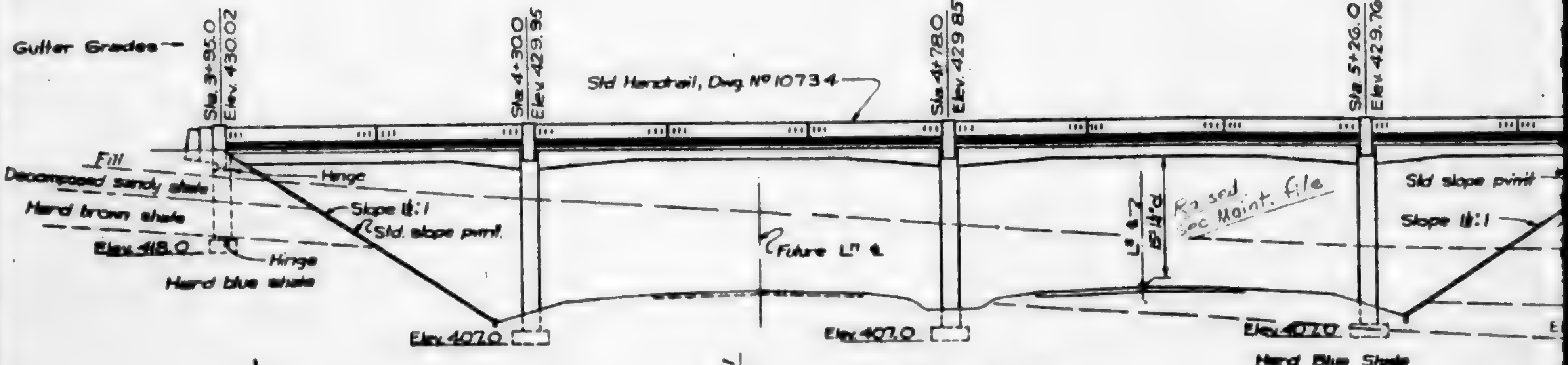
SCALE AS NOTED	DRAWN BY C.A.J.	SHEET 1 OF 5
FEB. 18, 1953	TRACED BY W.D.G.	BRIDGE NO. 7643
CALC. BK. NO 313	CHECKED BY T.G.T.	DRAWING NO. 10708

ACCOMP. BY DWGS. NO. 10709, 10710, 10734 & S-178

Revised Design Date 3 April 1953

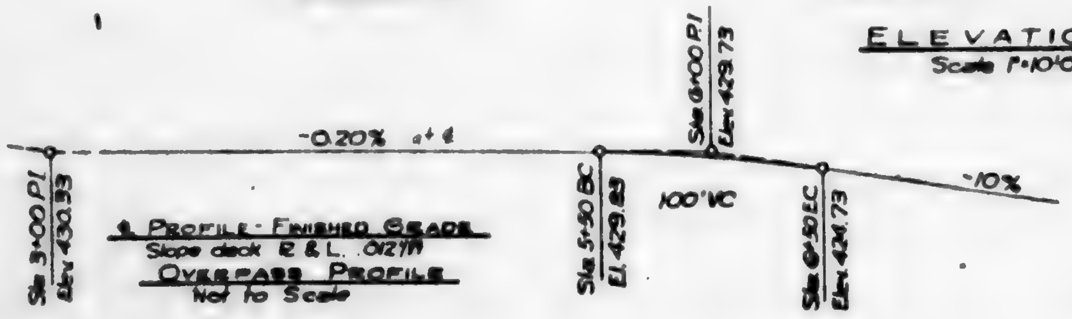


PLAN
Scale 1"=10'0"

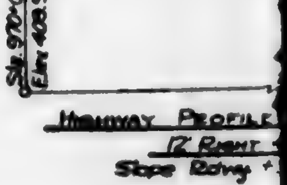


Raised
See Maint. file

ELEVATION
Scale 1"=10'0"



℄ PROFILE - FINISHED GRADE
Slope deck R & L .012'/1'
OVERPASS PROFILE
Not to Scale



HIGHWAY PROFILE
12' RIGHT
Slope Rdwy +

APPENDIX II

BRIDGE INSPECTION RECORDS

Elkhead Road-Rice Hill Section

Interstate 5

Oregon State Highway Departm

State Printing

⑥

BRIDGE INVENTORY INSPECTION RECORD

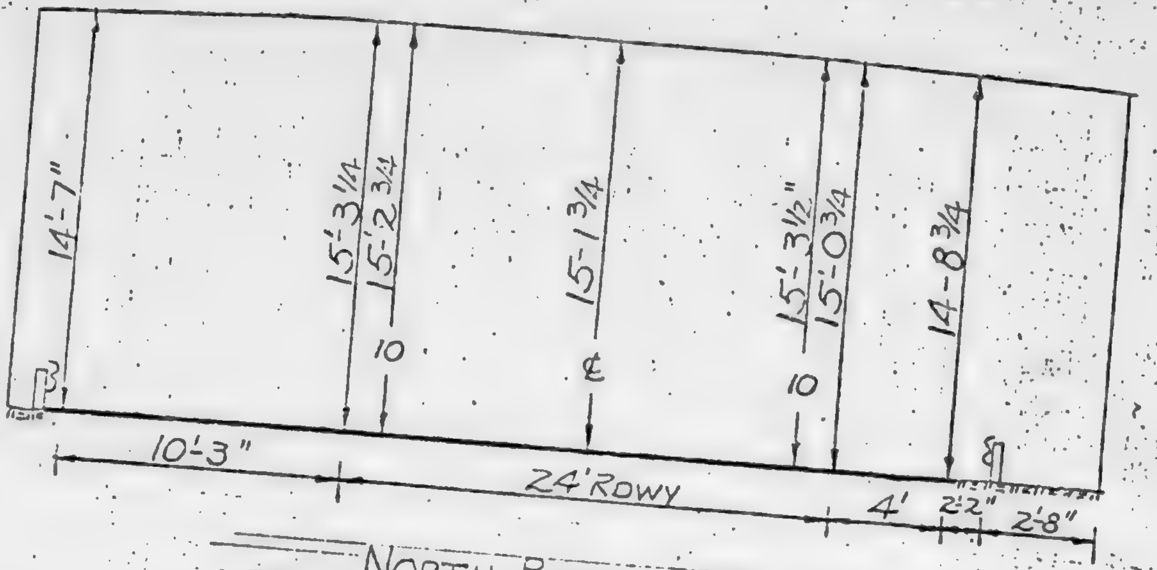
(WILSON RD) SKETCHES

Bridge over UXING PLESANT VALLEY RD. Road and mile No. 1- ~~166.60~~ 157.81 Sheet .... of ~~30~~

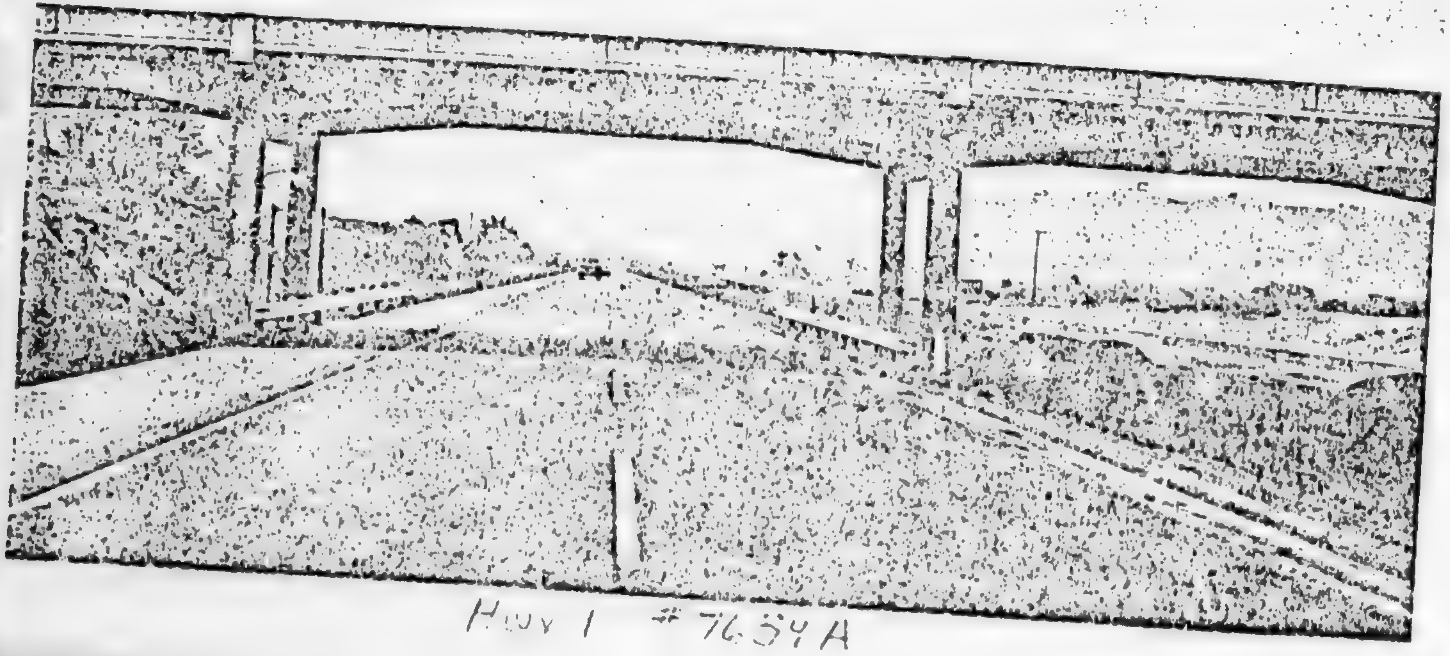
Inspected by ~~ARONSON~~ BANGERT Date ~~10-5-64~~ 10-26-65 County DOUGLA

Bridge No. 7639A

LOOKING SOUTH



NORTH BOUND



Hwy 1 #7654A

Form E-136-B—5M—4-62

P2

State Printing 42093

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

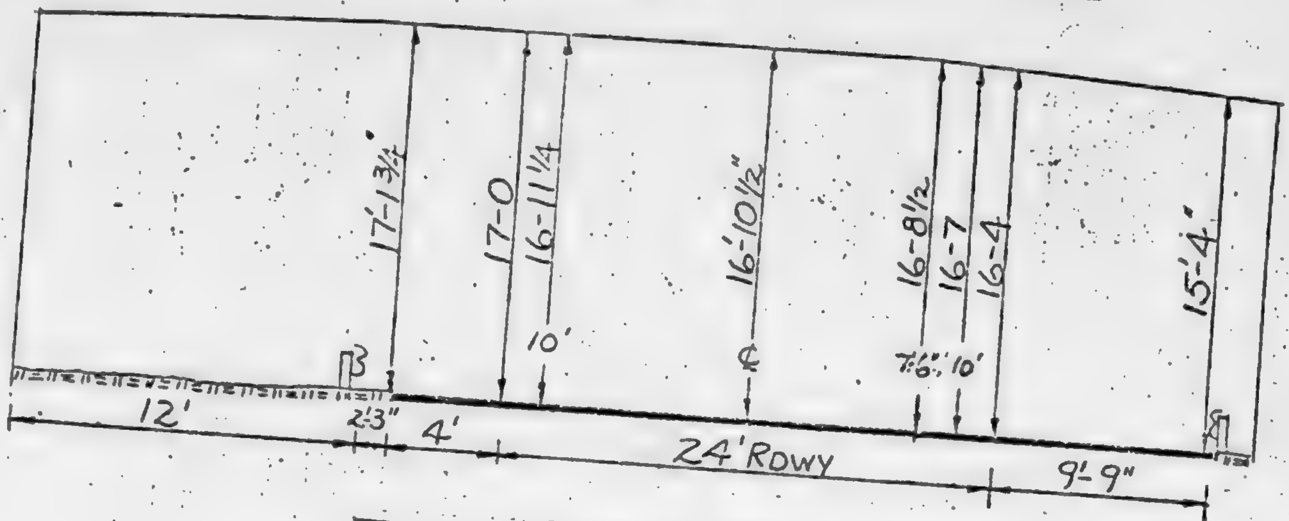
(WILSON RD.) **SKETCHES**

Bridge over UXING PLESANT VALLEY RD. Road and mile No. 1- 151.81 ~~166.60~~ Sheet ⑥ of ~~30~~

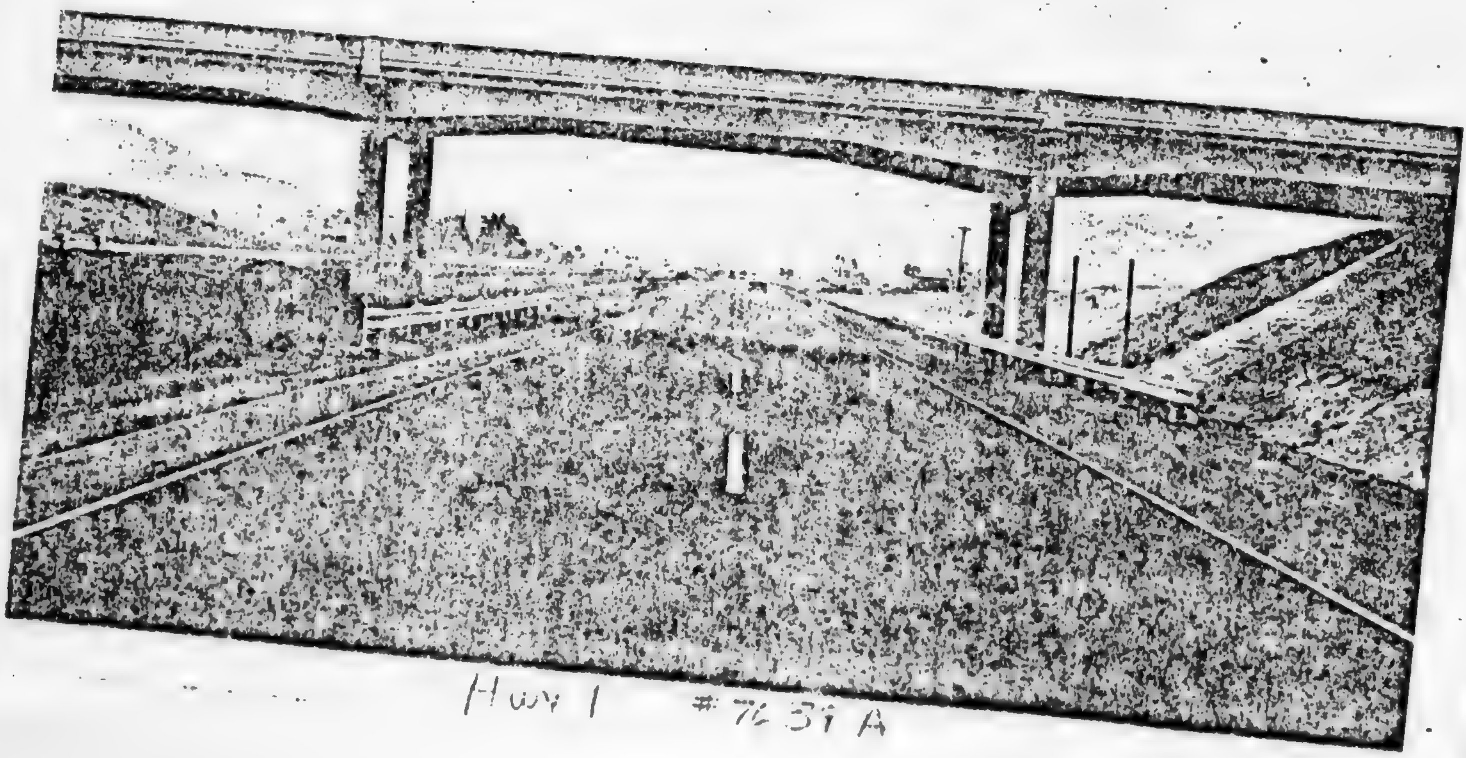
Inspected by ~~ARONSON~~ BANGERT Date ~~10-5-64~~ 10-28-65 County DOUGLAS

Bridge No. 7639A

LOOKING SOUTH



SOUTH BOUND



Hwy 1 #7639 A

Form E-147—1M—Revised—8-44

⑥

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

Sheet .... of ....

Bridge over YONCOLLA ITERCHANGE on PACIFIC

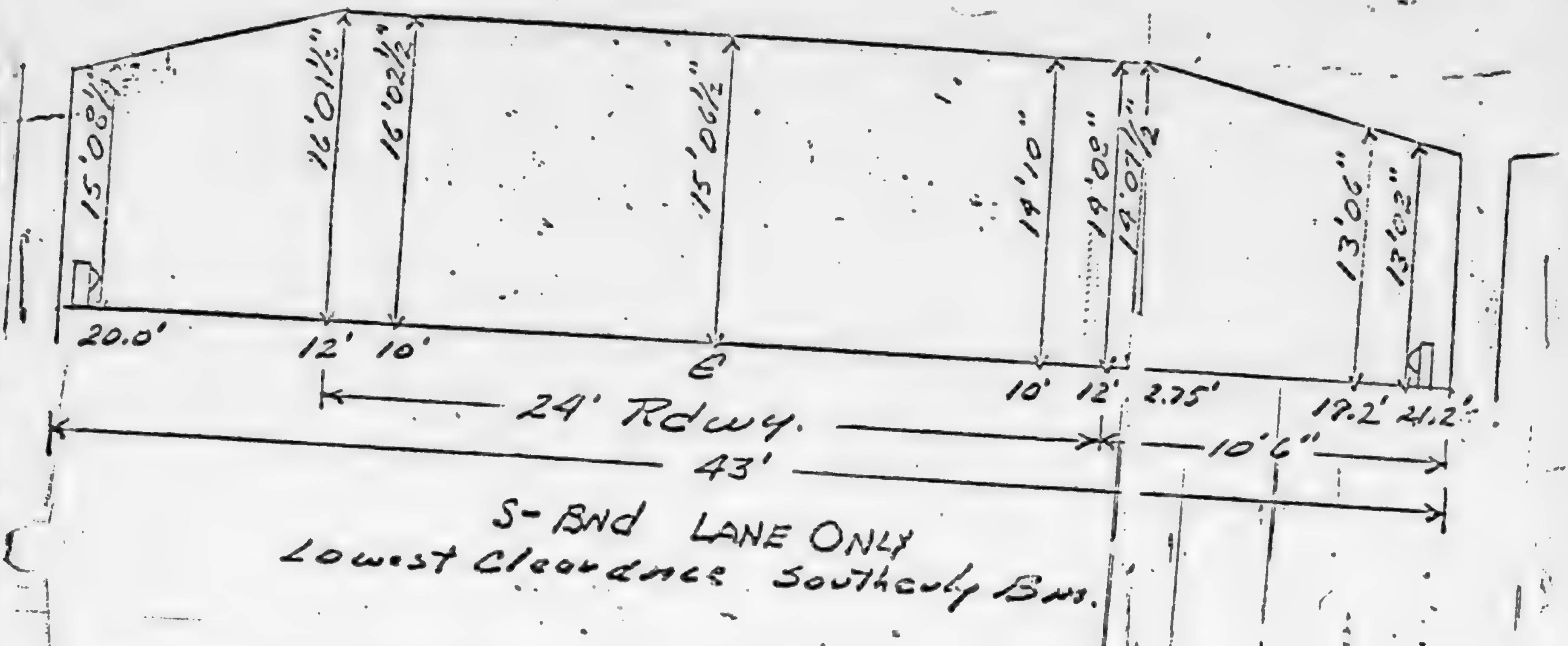
Bridge No. 7642

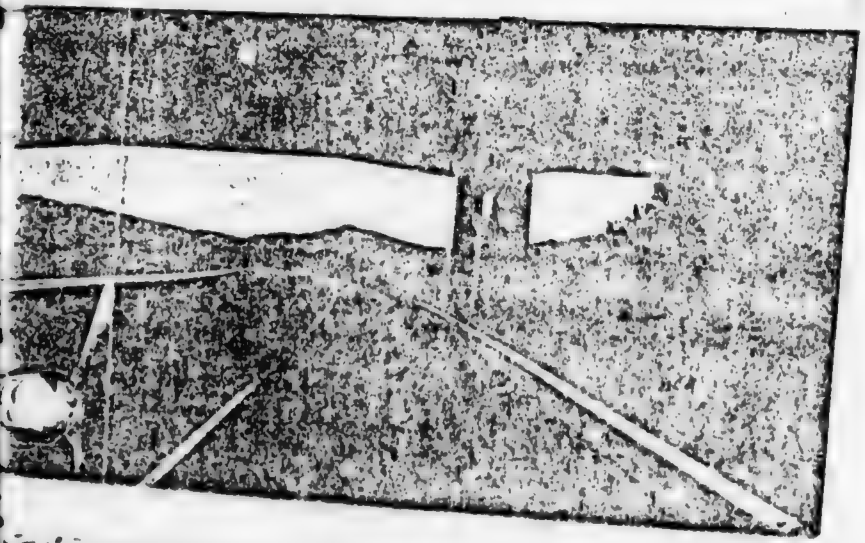
in DOUGLAS County. Inspected May 72 McCormick ~~SEPT. 57~~ by ~~BANGERT~~

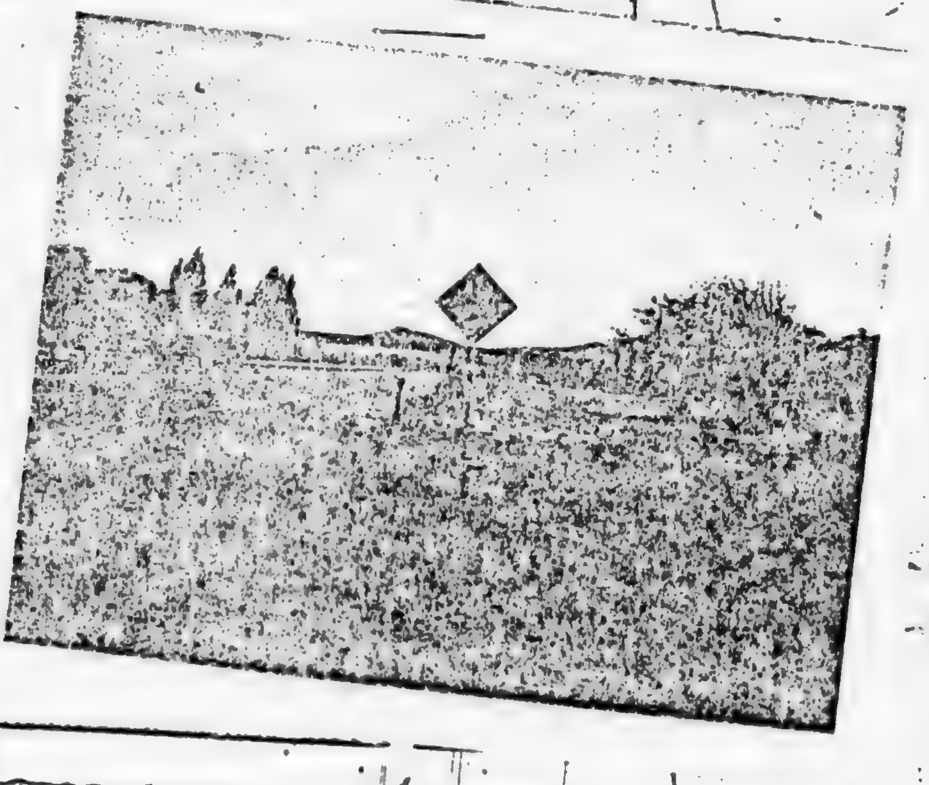
Highway No. 1

Location No. ~~160.0~~ 150.34

LOOKING SOUTH







Hwy. No 1 Br. No 7642

Form E-136-B—5M—4-62

State Printing 42093

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES

Sheet 6 of ~~3-D~~

Bridge over UXING HWY 236

Road and mile No. 1-~~168.~~07 150.37

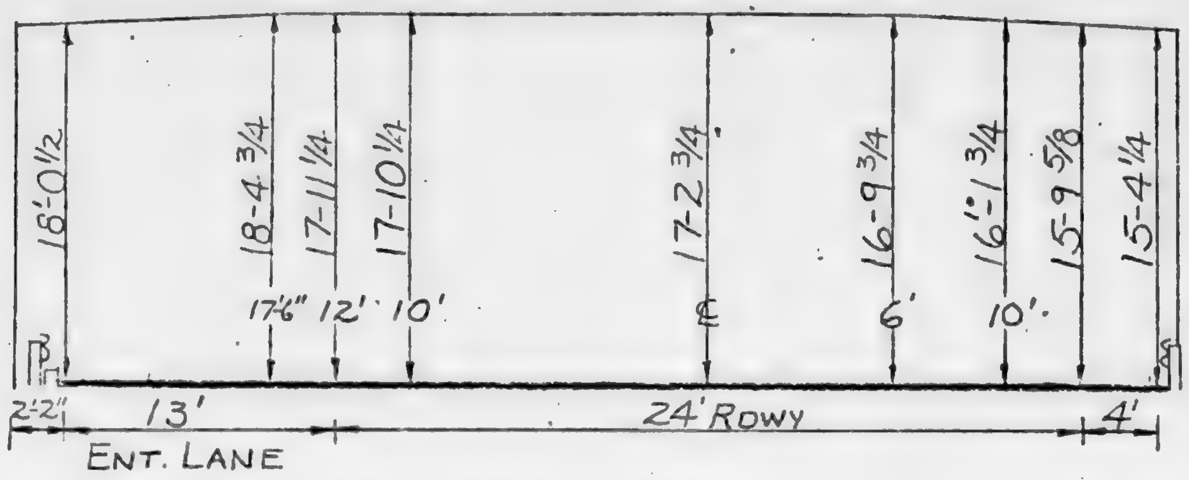
County DOUGLA

Inspected by ARONSON

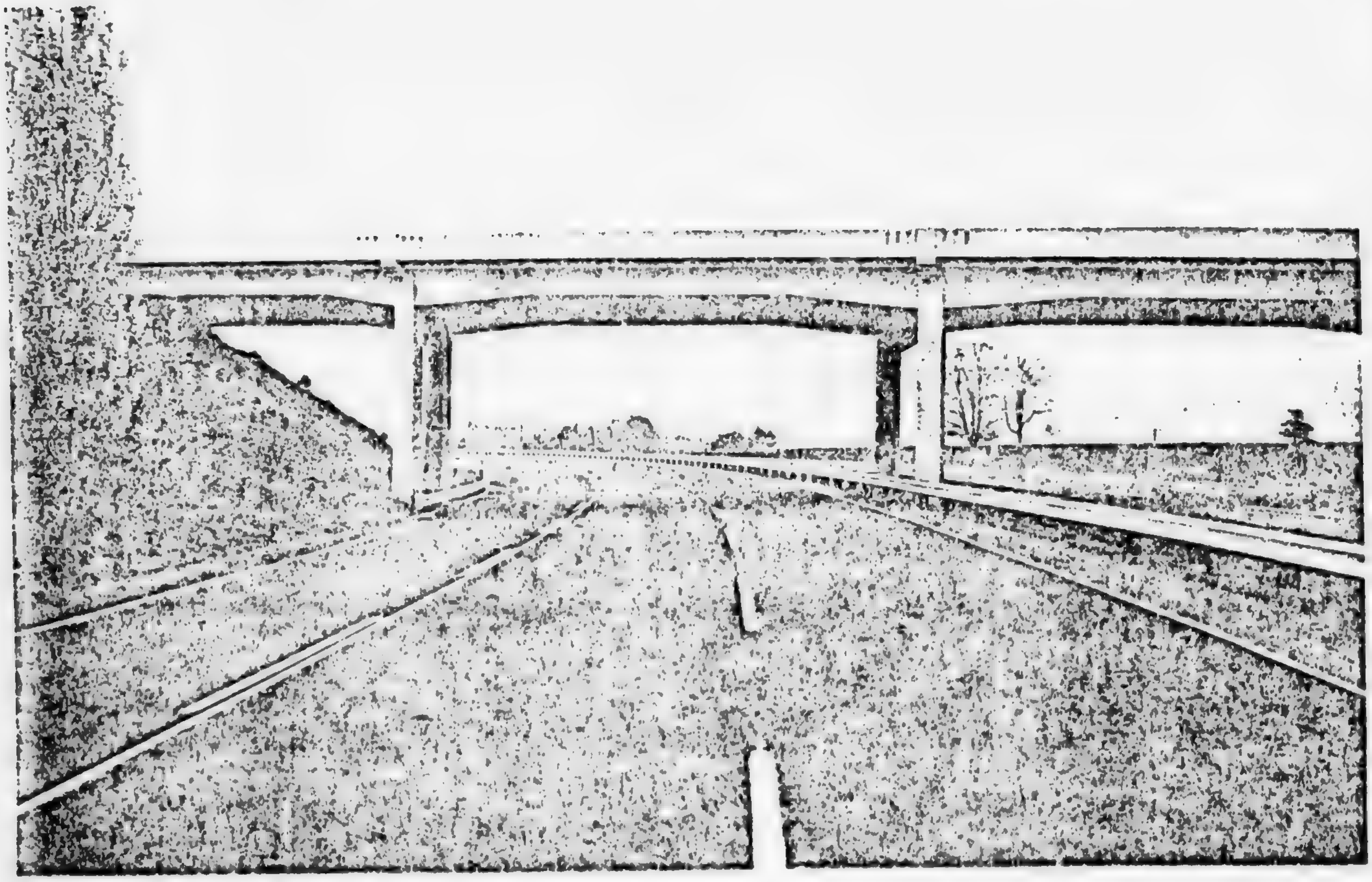
Date 10-5-64

Bridge No. 7642

LOOKING SOUTH



NORTH BOUND



Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

Sheet ...... of ...... ⑥

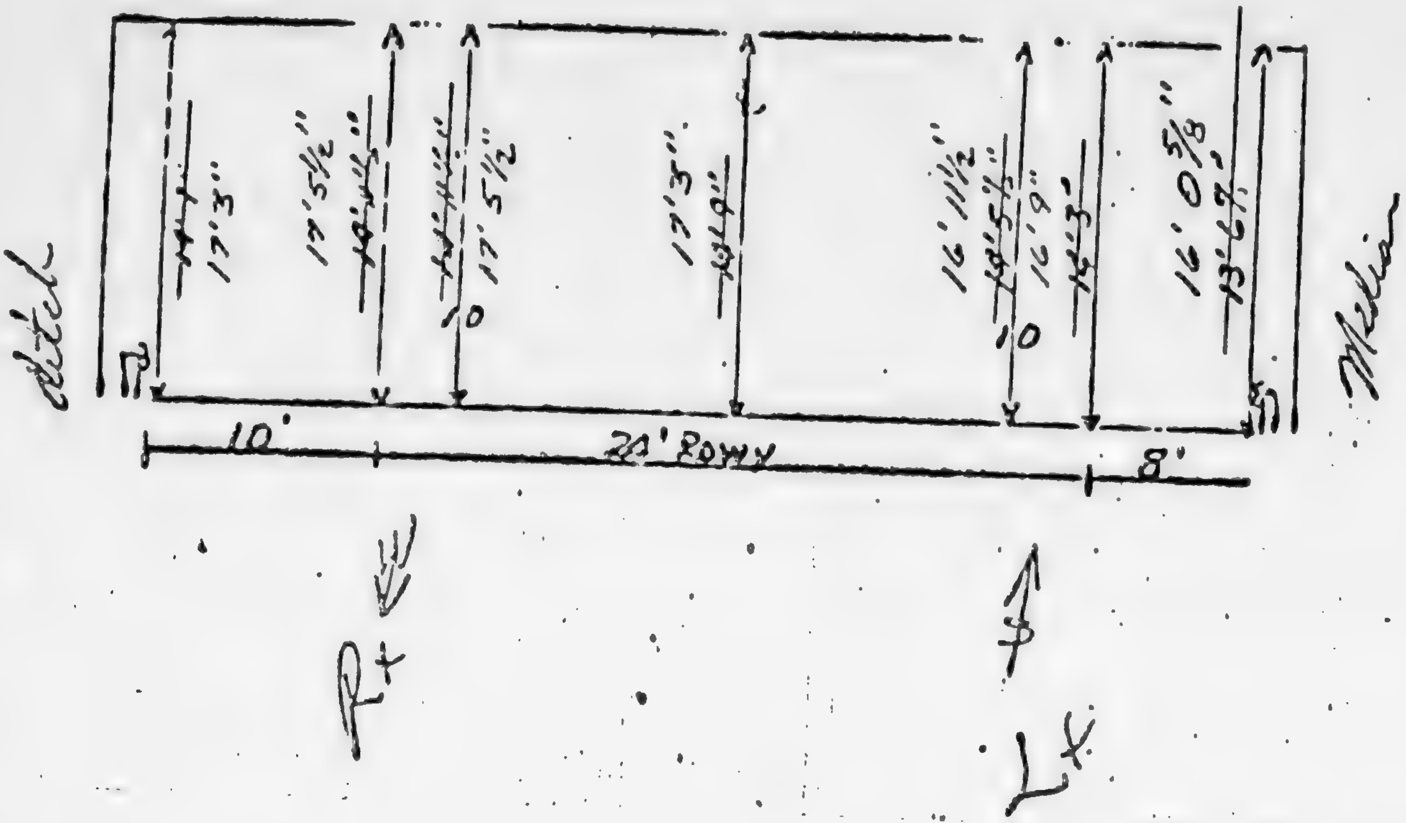
Bridge No. 7643

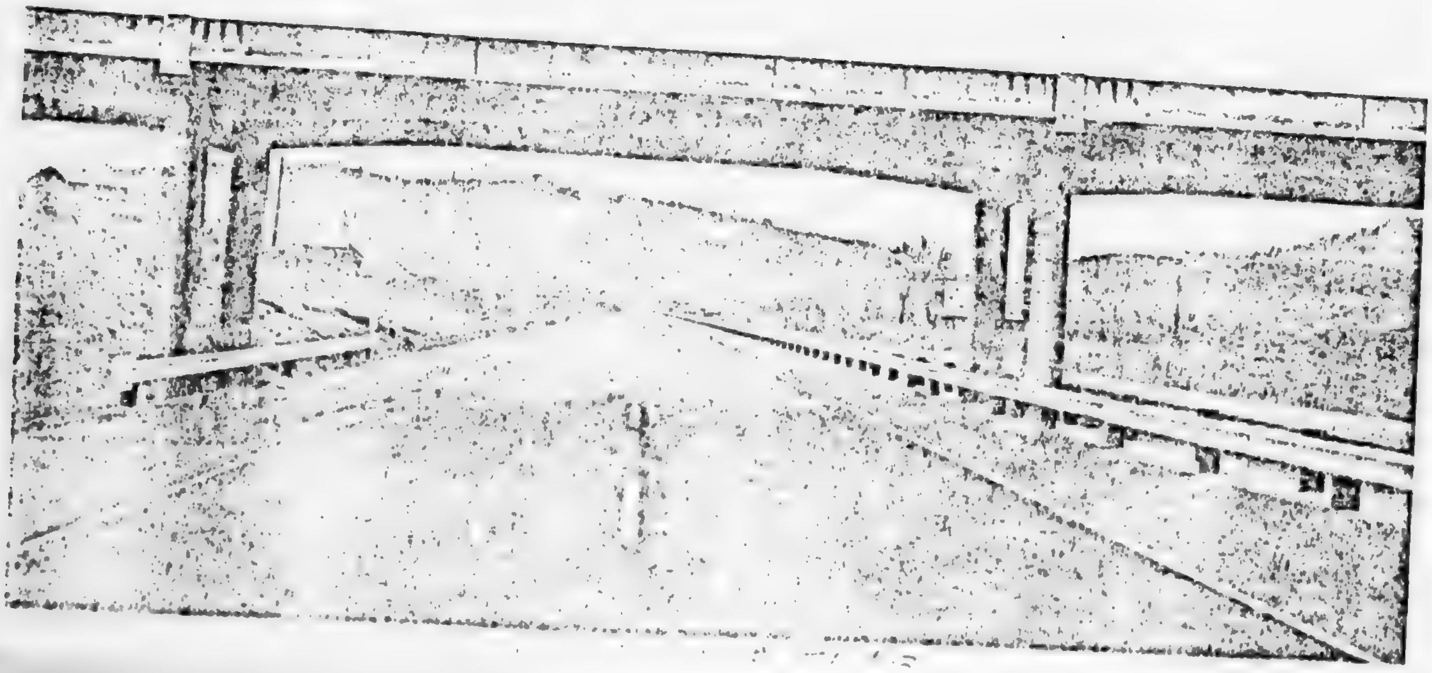
Over UXING FARM RD. on PACIFIC Highway No. 1

DOUGLAS County. Inspected ~~9-20-63~~ 5-18-71 by ~~ARONSON~~ Erickson Location No. 16.62

12-31-71 McCormick 149.39

N.B. LANE LOOKING SOUTH





Oregon State Highway Commission
BRIDGE INVENTORY INSPECTION RECORD

Sheet ...... of ⑥

Bridge No. 7643

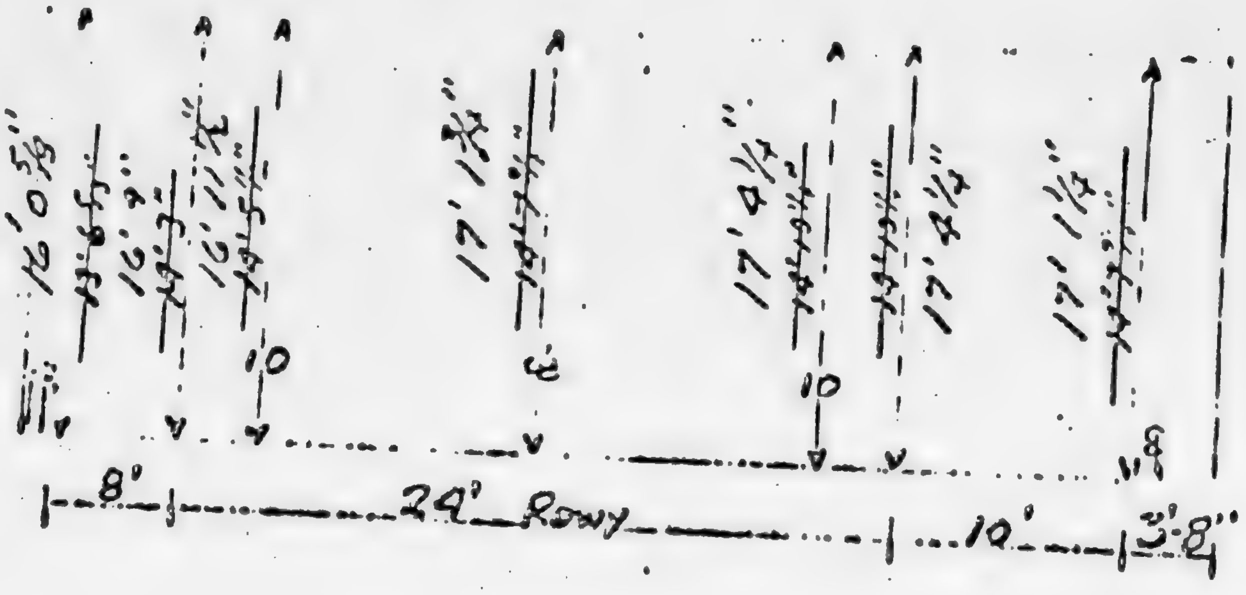
[illegible] on Pacific

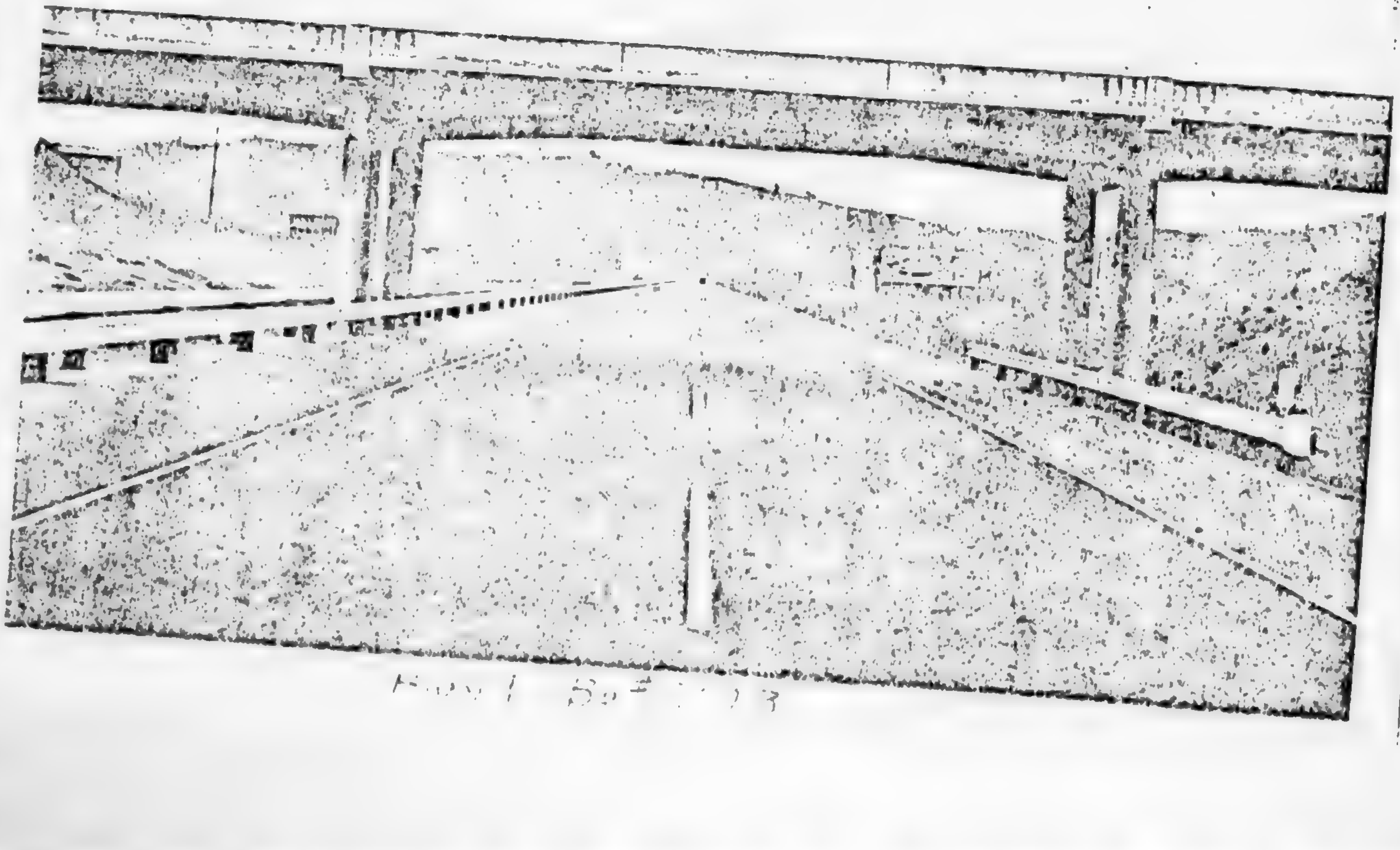
Highway No. 1

Douglas County. Inspected 5-19-71 ~~10-25-65~~ 12-31-71 by Erickson ~~Aronson~~ McCormick

Location No. ~~[illegible]~~ 149.39

SOUTH B. LOOKING SOUTH





3117

FORM 81-734-3030

YELLOW FILE COPY

15

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 12, 1974

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: File No. 19477
Elkhead Road-Yoncalla
Pacific Highway
Douglas County

Here is correspondence on the subject file. The property lies west of the highway bout one mile southeast of Yoncalla.

Region recommends sale of the portion outside a 210 foot right of way line with no access to the highway, a sign and junkyard clause and fencing required. Preliminary Design recommends sale of the portion outside a 230 foot right of way line with the above restrictions. Traffic, Landscape, Parks, Maintenance, Location and Construction concur.

It is recommended the property outside a 230 foot right of way line be sold with no access to the highway, a sign and junkyard clause, and fencing required.

DNS:we
Attachment
cc: W. H. Haskin

8' x 7

Salem, Oregon
October 8, 1974

Frank E. Terpin, Final Design Engineer

F.E.T.

L. L. Wallace, Bridge Design Engineer

Elkhead Rd-Rice Hill Section
Pacific Highway
Douglas County

Overhead sign support design for the above section is required.

Please prepare design, plans, and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Structure mounts for two road name signs similar to those on the North Albany-Lebanon Road project.

The signs are 7'-0" x 2'-0" and are not to be illuminated.

They are to be located on the Wilson Road structure at approximate station 855.

WGB:we
cc: W. G. Beard
Fred Eriksen, Design Team Leader

/ Versteeg ✓	RECEIVED	Requires Reply ☐
A. Olson		Requires Approval ☐
Terpin		Receiver Keep
Scott	OCT 8 1974	Do not File
Swenson		Return To
R. Olson	ROAD DESIGN SECTION	Bring Up ___/___
Trout		Other ______

FORM [illegible]-734-3030

OR. ON STATE HIGHWAY DIVI ON

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 30, 1974

FILE:

B.D. Johnson

FROM: Alfred W. Bates, Res. Engr.
BY: B.D. Johnson, Asst. Res. Engr.

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Material Site
Big Baldy Quarry
Elkhead Rd.-Rice Hill Sec.
Anlauf-Elkhead Rd. Sec.
Drain-Anlauf Sec.
Pacific & Umpqua Highways
Douglas County

I am submitting herewith (1) one detail map, (1) one reclamation plan and (1) one set of Department of Geology and Mineral Industries application forms approved by the Douglas County Zoning Administrator.

Cuno has detail map

It will be necessary to acquire an easement across private property for the use of an existing haul road. The ownership is shown on the detail map. This quarry and haul road were used on a previous State Highway Division project.

Trout has mining permit applic & reclamation plan

The quarry is located on B.L.M. land. The original use permit has expired. Application for the use of the quarry has been mailed to the B.L.M. Land Office in Portland (copy enclosed).

Your approval of the use of this material source is recommended.

1 [illegible] V
[illegible]
2 [illegible] T
4 [illegible]
[illegible]
R. Olson
3 Trout T

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SEP [illegible] 1974
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Other

REFERRED TO
Cole Reed
Eriksen File Sample
Hager Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Keep data

ROSEBURG REGION
RECEIVED
[illegible] 1974
O D

9-9-74

CC: A.W. Bates — O.K. proceed with permit.

Salem, Oregon

August 30, 1974

Alfred Shirley, Region III Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Elkhead Road-Rice Hill Section
Pacific Highway
Douglas County

There are two slide areas within the project limits requiring corrective measures. One is located left of Sta. 742 to 744 and the other is left of Sta. 1061 to 1064.

Mr. Yarbrough has studied the areas and made recommendations for corrective work. Copies of his proposals are attached.

Please indicate whether you agree with his recommendations, or have alternative proposals.

If this work is to be included in the overlay and safety project you must furnish data sufficient to convince Area Engineer Tom Lowe that the work is necessary to provide safety to the motorist and that it is not a maintenance operation.

I suggest that you discuss the work with Mr. Lowe before making your recommendations to this office.

FET:we
Attachments
cc: Victor D. Wolfe
Gary A. Potter
Fred Eriksen

RECEIVED
AUG 30 1974
Reply ☐
Approval ☐

3197

Salem, Oregon

June 7, 1974

Alfred E. Shirley, Region III Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Elkhead Road-Rice Hill Section
Pacific Highway
Douglas County

Reference is made to Mr. Yarbrough's letter of May 8, 1974, for proposed corrective treatment at the Rice Hill slide. He indicates there is substantial evidence of slope instability and proposes extending the existing rock inlay some 300 feet southerly.

Please indicate whether you agree with his suggestion, or have an alternative proposal.

FE:we
cc: Fred Eriksen

1 [illegible] ✓
A. Olson
Terpin
Scott
2 Swanson
R. Olson
Trout 4

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JUN 4
ROAD DESIGN

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Requires Approval ☐
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Bring Up ___/___/___
Other________

8187

Salem, Oregon

June 5, 1974

Alfred J. Shirley, Region III Engineer

Frank E. Terpin, Final Design Engineer

Elkhead Road-Rice Hill Section
Pacific Highway
Douglas County

1 Verstaeg ✓
A. Olson
2 Terpin T
Scott
3 Swensen
R. Olson
Trout R

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JUN - 5 1974
ROAD
DESIGN
SECTION

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Receiver K
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Other___

We are presently involved in the preparation of contract plans for this project, based on a five inch asphalt overlay from Elkhead Road to Yoncalla Interchange and a six inch asphalt overlay from Yoncalla Interchange to Rice Hill.

On this basis approximately 146,000 cubic yards of aggregates (ten percent allowance included) will be required.

The material source proposed in the location data is the Big Baldy Quarry owned by the Bureau of Land Management. The data indicated a haul road would be required.

Please determine whether this material source is to be used for the project and initiate the surface mining permit application and furnish us with a development plan.

FE.we
cc: Fred Eriksen

Salem, Oregon

May 22, 1974

Leonard L. Wallace, Bridge Design Engineer

F.E.T.
Frank E. Terpin, Final Design Engineer

Surfacing Treatment at Existing Bridge Ends
Elkhead Road-Rice Hill Section
Pacific Highway

Attached are copies of correspondence from Region III with recommendations for constructing the pavement overlay at structures.

The information on the Rice Hill and Elkhead Road overcrossings indicates that both of these structures have been "hit" a number of times with over-height loads. Some consideration should be given to this problem since the clearance on both (at 14 feet) is substandard.

1 [illegible] ✓
2 [illegible] al
Terpin
Scott
Swenson
R. Olson
Trout K

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MAY 2[illegible] 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
Other

FET:we
Attachments
cc: Victor D. Wolfe
Fred Eriksen

3177

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 8, 1974

TO Victor D. Wolfe
Location Engineer

FROM F. W. Yarbrough
Soils & Geology Engineer

SUBJECT Rice Hill Slide
Elkhead Road-Rice Hill Section
Pacific Highway
Douglas County

Attached is my suggestion for an extension to the existing inlay at the subject slide where bulging of the slope, cracking near the top of the slope, and possible heaving of the shoulder pavement indicates that the slope is barely stable.

FWY:af

cc: J. H. Versteeg
Fred Ericksen
A. Shirley
E. Parker
Ed Johnsen

1 Versteeg O
A. Olson
2 Turpin T
Scott
Swenson
R. Olson
Trout R

RECEIVED
MAY 15 1974
ROAD DESIGN SECTION

[illegible]
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[illegible]
[illegible]
[illegible]
[illegible]
Other

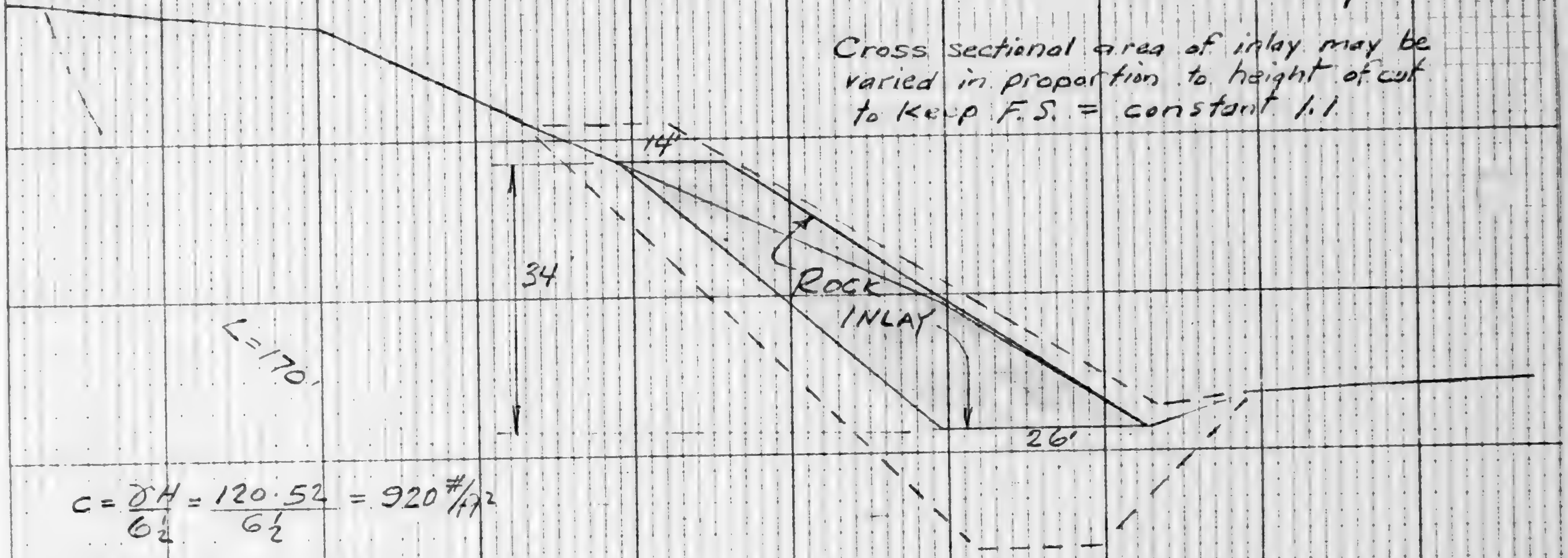
Please follow up on this
H

PRINTED IN U.S.A.

$L = \frac{1}{4}\,2\pi r = \frac{1}{4} \cdot 2 \cdot 3 \cdot 105 = 170'$

Specification:
Excavation and Rock Inlay
shall be completed within
20 calendar days and
during dry weather. FY

Cross sectional area of inlay may be
varied in proportion to height of cut
to keep F.S. = constant 1.1



$c = \frac{\gamma H}{6\frac{1}{2}} = \frac{120 \cdot 52}{6\frac{1}{2}} = 920\ ^{\#}/_{ft^2}$

If F.S. = 1, $\tan\phi = 0$
then $\Sigma T = cL = 920 \times 170 = 156{,}000^{\#}$

Assume $\tan\phi \geqq 0.3$
then, to make F.S. = 1.1, increase $N \tan\phi$ by $0.1\,\Sigma T$

Volume of inlay to make $\Delta N \tan\phi \geqq 0.1\,\Sigma T$

$$= \frac{0.1 \times 156{,}000}{0.3\,(140 - \underbrace{[122 - 62]}_{80})} = 650\ ^{\square}/_{ft}$$

34' high × 20' ave width = 680 $^{\square}/_{ft}$

1" = 20 FT.

RICE HILL SLIDE
Sta 1061 - 1064
Pacific Highway
Douglas Co.
SUGGESTED ROCK INLAY
F.Y. 5-14-74

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 11, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

Dear Mr. Green:

Subject: Yoncalla Jct-Rice Hill
I-5
Douglas County

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures--underdesign, deflection, present condition, and the "Williams Method"--were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the five-inch asphaltic concrete overlay with leveling, plus one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attachments

JWF:af mc

bc F. W. Yarbrough

File Yellow

FORM E-30

Pi

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 5, 1974

TO J. X. Wilson, Region III Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT (Surfacing Treatment at Existing Bridge Ends)
Elkhead Road-Rice Hill Section
Pacific Highway

Three proposals considered on the subject are:

1. Raise the structure to the new grade. This treatment, generally the most desirable, is expensive. Sometimes it is so costly it can not be economically justified. In other cases it is not feasible to raise the structure because of length. Interference with traffic is significant but not to the degree as with excavating the existing surfacing.

2. Excavate the existing surfacing for a distance from each end of the structure and replace with full-depth asphalt as needed to provide the C.B.E. requirements.

   The problems encountered removing the existing surfacing at bridge ends and replacing with deep lift asphaltic concrete surfacing on overlay projects can be numerous especially when existing traffic has to be staged through narrow width bridges (less than 38 feet).

   The hazards encountered by the traveling public include narrowing to one-lane traffic for most of the workdays during a two week period. Also, the problem of accommodating over-width vehicles (over 12 foot wide loads) during this period of construction. The major problem is the 14 foot wide trailers and modular homes that are becoming more and more numerous on our freeways. They have a tendency to stop or reduce speed to a crawl when encountering restricted horizontal clearance, thereby backing traffic up behind them.

3. Reduce the overlay thickness for a distance from each end of the structure the amount necessary to meet the structure or to overlay the structure as permitted by the Bridge Design Section. This treatment would, therefore, not provide the required pavement strength at the ends of the structures.

On those projects requiring three inch overlays or less this problem is perhaps not too significant. On those projects that require over three inches this could be a major problem since the pavement strength would be reduced substantially. The decision to use this alternate must be carefully considered. The responsibility for recommending this alternate lies with the Region as you will be responsible if the pavement at structure ends should fail.

Each bridge end should be studied individually as to the seriousness of the problem. Refer to the included list of bridges that will be encountered on this project (including their respective roadway widths). The proposed overlay is five and six inches.

Would you please review the proposals and recommend which proposal you want used.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have your decision by April 19, 1974.

FET:we
Enclosure
cc: Fred Eriksen

Elkhead Road - Rice Hill Section
Pacific Highway

Structures carrying freeway traffic.

Sta. 711+00± Elkhead Road Overcrossing M.P. 154.54
Roadway Width NB 43'-0", SB 43'-0", Length - 100'

Sta. 909+00± Twin SPRR Overcrossing Structures M.P. 150.79
Roadway Width NB 30'-0", SB 40'-0", Length - NB 168', SB 210'

Sta. 1044+50± Rice Hill Frontage Road Overcrossing M.P. 148.21
Roadway Width NB 41'-8", SB 34'-9", Length - 95'

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Yoncalla Jct. - Rice Hill
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1969

Res. Engr.
Approx. Length 2.2± miles
Sta. 951±45± to Sta. 1067+75±
Date March 20, 1974

Mean Truck A.D.T. 1586
Traffic Coefficient 10.3 (1973-1982)
18 kip s. a. per day 805.7

Annual Precipitation 33"+
Frost Penetration - - - -
CBE Total Requirement 32.0"

(1)

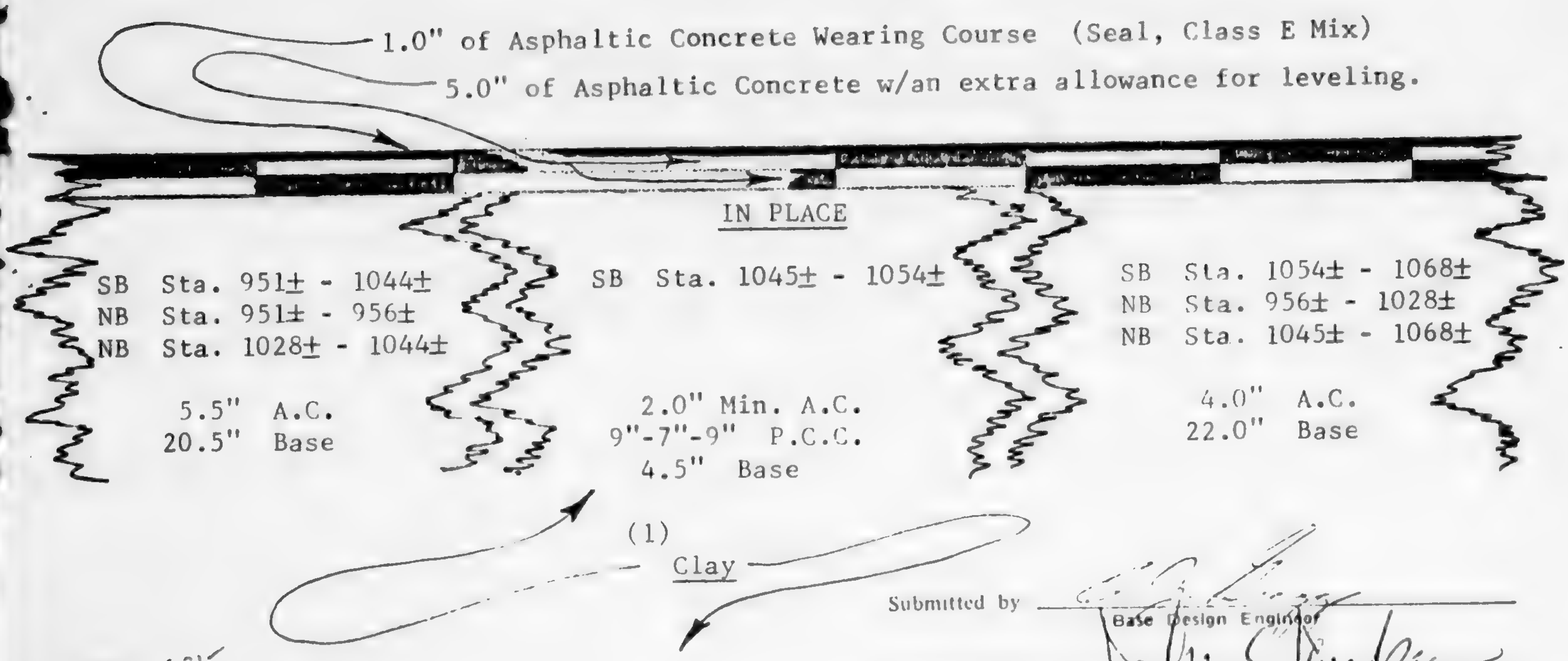
Typical Soil	
64	LL
31	PI
100	%P 10
88	%P 200
0	% Gravel
4	% C Sand
8	% F Sand
23	% Silt
65	% Clay
12	R Value
A-7-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	OVERLAY	
---	1.0	A.C.W.C.
10.0	5.0	A.C.
	(See Structural Section)	

STRUCTURAL SECTION
OVER EXISTING ROADWAY (Where Utilized)



1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
5.0" of Asphaltic Concrete w/an extra allowance for leveling.

IN PLACE

SB Sta. 951± - 1044±
NB Sta. 951± - 956±
NB Sta. 1028± - 1044±

5.5" A.C.
20.5" Base

SB Sta. 1045± - 1054±

2.0" Min. A.C.
9"-7"-9" P.C.C.
4.5" Base

SB Sta. 1054± - 1068±
NB Sta. 956± - 1028±
NB Sta. 1045± - 1068±

4.0" A.C.
22.0" Base

(1)
Clay

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by Ed Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Yoncalla Jct.-Rice Hill
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	A.C. W.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE	1.0"	2.0"	14.0"	---	---	32.0"	17.0"
9.0 - 10.0		2.0"	11.0"	---	4.0"	29.5"	17.0"
8.0 - 9.0		2.0"	9.0"	---	5.0"	26.5"	16.0"
7.0 - 8.0		2.0"	8.0"	---	4.0"	23.5"	14.0"
6.0 - 7.0		2.0"	2.0"	---	12.0"	20.5"	16.0"
4.8 - 6.0		2.0"	---	---	13.0"	17.0"	15.0"
Cars Only		2.0"	---	---	8.0"	12.5"	10.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 20, 1974

TO Victor D. Wolfe, Location Engineer

FROM C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Yoncalla Jct.-Rice Hill
Pacific Highway (FAR 3)
Douglas County

Following is a report on the evaluation of the pavement structural section from Station 951+45± to Station 1067+75± of the subject project. Grading and paving was completed under four contracts.

The existing pavement structural sections for the project were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent, CBE = 1.0")

Asphaltic Concrete	(1963)	CBE = 1.9"
Aggregate Base	(1963)	CBE = 0.9"
Asphaltic Concrete	(1954-55)	CBE = 1.3"
Aggregate Base	(1954-55)	CBE = 0.8"
Portland Cement Concrete	(1933-40)	CBE = 1.8"

Underdesign Method

The results indicated below are the differences in crushed base equivalent credits allowed in the original surfacing design and the present (1974) design requirements. An R value of 12 was used rather than the original R value of 6. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections and "Project Base Design", A-1 through A-1-e; Laboratory reports and letters, A-2 through A-5-b; and Traffic Analysis sheets, A-6 and A-6-a.

SB Station 951+45± to Station 1044+03±
NB Station 951+45± to Station 956+50±
NB Station 1028+00± to Station 1044+03±

Design R Value = 12
Traffic Coefficient = 11.2
CBE Requirement = 35.0"
Constructed CBE = 25.0"
Total under-design = 10.0"
A.C. Overlay Required = 5.0"

SB Station 1044+98± to Station 1053+76±

Design R Value = 12
Traffic Coefficient = 11.2
CBE Requirement = 35.0"
Constructed CBE = 23.5"
Total under-design = 11.5"
A.C. Overlay Required = 5.75" or 6.0"

SB Station 1053+76± to Station 1067+75±
NB Station 956+50± to Station 1028+00±
NB Station 1044+98± to Station 1067+75±

Design R Value = 12
Traffic Coefficient = 11.2
CBE Requirement = 35.0"
Constructed CBE = 27.5"
Total under-design = 7.5"
A.C. Overlay Required = 3.75" or 4.0"

Deflection Method

Deflection measurements were taken in September, 1973, and the overlay thickness required is shown below. A summary of the tests is attached, A-7 through A-7-b.

Station 951+45± to Station 1067+75±

Average Deflection = 0.020
Evaluated (80%) O.W.T. = 0.025
1973-1982 Traffic Coefficient = 10.3
Ten - Year E.W.L. = 36,157,800
(Remainder of design period)
Tolerable Deflection = 0.010
Percent Reduction Required = 60.0
Crushed Base Equivalent Required = 9.0"
Asphaltic Concrete Overlay Required = 4.5"

Condition Survey Method

Three test holes were drilled in the subject section in 1967. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. A summary of the test holes and laboratory results is shown as A-8.

Station 951+45± to Station 1067+75±

R Value = 12
Traffic Coefficient = 10.3 (1973-1982)
CBE Required Thickness = 32.0"
A.C. (Average) = 6.0" x 1.5" = 9.0"
Base (Average) = 22.5" x 0.5" = 11.0"
CBE Deficiency = 12.0"
A.C. Deficiency = 6.0"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-9 through A-9-b.

Station 951+45± to Station 1067+75±

Data:

1962 - Authorization Date
1962 to 1982 - 20 Year Design Period
1964 - Year opened to traffic
1966 - Year pavement reached $P_t = 2.5$ (Obtained through John Sheldrake from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 3.6 (Based on R = 12)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14
(AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1962 traffic data and 18 kip Traffic Analysis Sheets.

[illegible] mix seal. [illegible] upon the
ound lanes, there is a short 500-ft.± section of
C. placed in 1933. This section has not been considered
n the above evaluations except as shown in the underdesign
thod. Grades would discourage an attempt to reduce the
ckness for such a short distance.

1964 - 1966 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 587.5
Total 18 kip Loads (1964-1966) = 428,850

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 3.27

1964 - 1982 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 837.9
Total 18 kip Loads (1964-1982) = 5,504,943

From AASHO Chart 400-1 $P_t = 2.0$
SN Required = 4.47

SN Required = 4.47
SN Supplied (Opening to 1966) = 3.27
SN To be added = 1.20

CBE Required = 1.20/0.14 = 8.57

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (8.57") = 4.29" say 4.5"

Recommendations

The data presented above indicates that a minimum of five inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place five inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

Note:

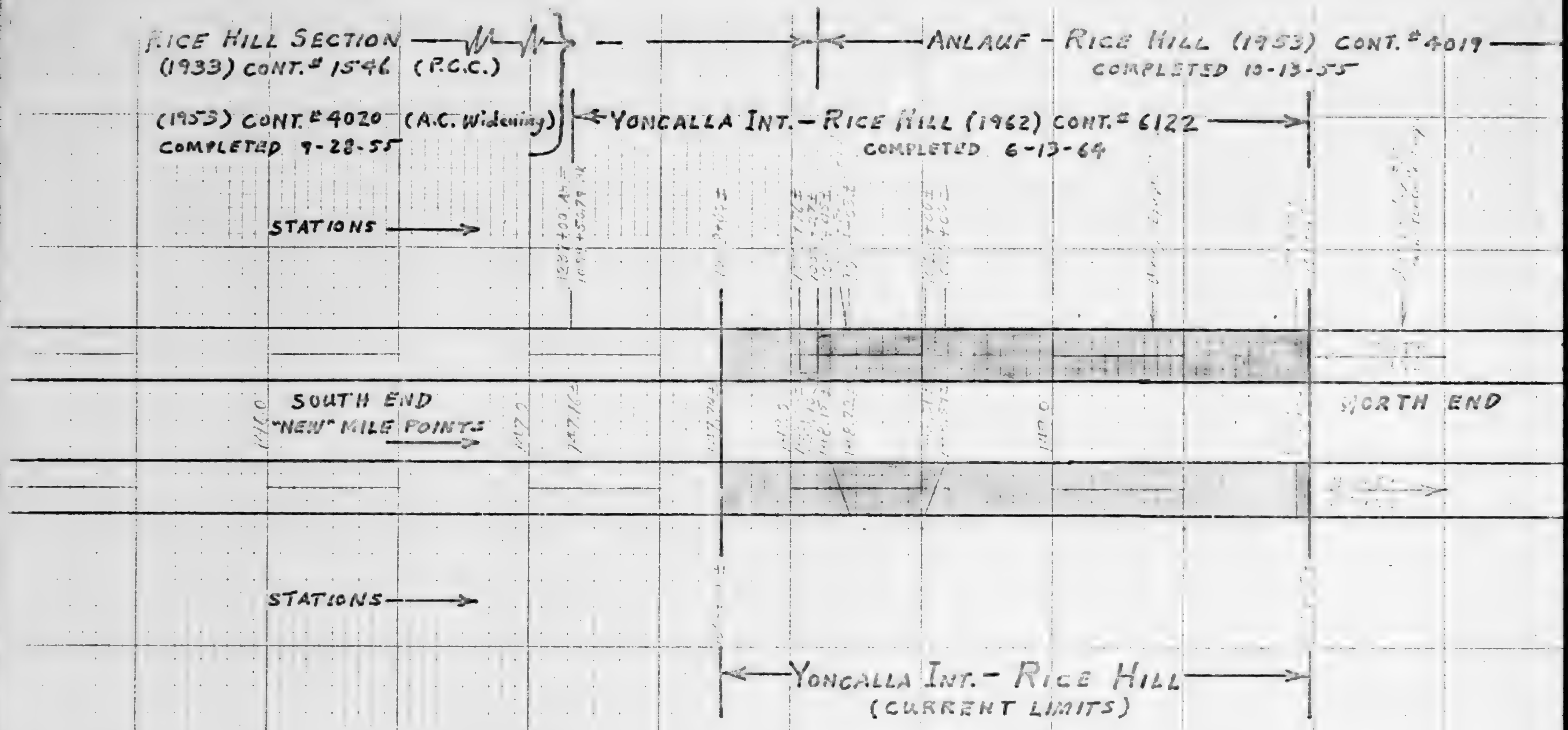
In the southbound lanes, there is a short 500-ft.± section of P.C.C. placed in 1933. This section has not been considered in the above evaluations except as shown in the underdesign method. Grades would discourage an attempt to reduce the thickness for such a short distance.

CJG:af

Yoncalla Jct.-Rice Hill
Pacific Highway (FAR 3)
Douglas County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
Typical Section, "Rice Hill Section" (1933)	A-1
Typical Sections, "Anlauf-Rice Hill Unit" (1954-1955)	A-1-a
Typical Sections, "Yoncalla Interchange-Rice Hill Section" (1963)	A-1-b, A-1-c, and A-1-d
Revised Base Design, "Yoncalla Jct.-Rice Hill Unit" (1961)	A-1-e
Laboratory Reports (Aggregate)	A-2, A-2-a, A-2-b, A-2-c, A-2-d, A-2-e, A-2-f, and A-2-g
Laboratory Reports (Core Tests)	A-3, A-3-a, and A-3-b
Laboratory Reports (Mix Design)	A-4 and A-4-a
Laboratory Letters	A-5, A-5-a, and A-5-b
Traffic Analysis	A-6 and A-6-a
Deflection Measurements	A-7, A-7-a, and A-7-b
Summary of Test Holes and Laboratory Reports	A-8
Traffic Analysis for "Williams Method"	A-9, A-9-a, and A-9-b

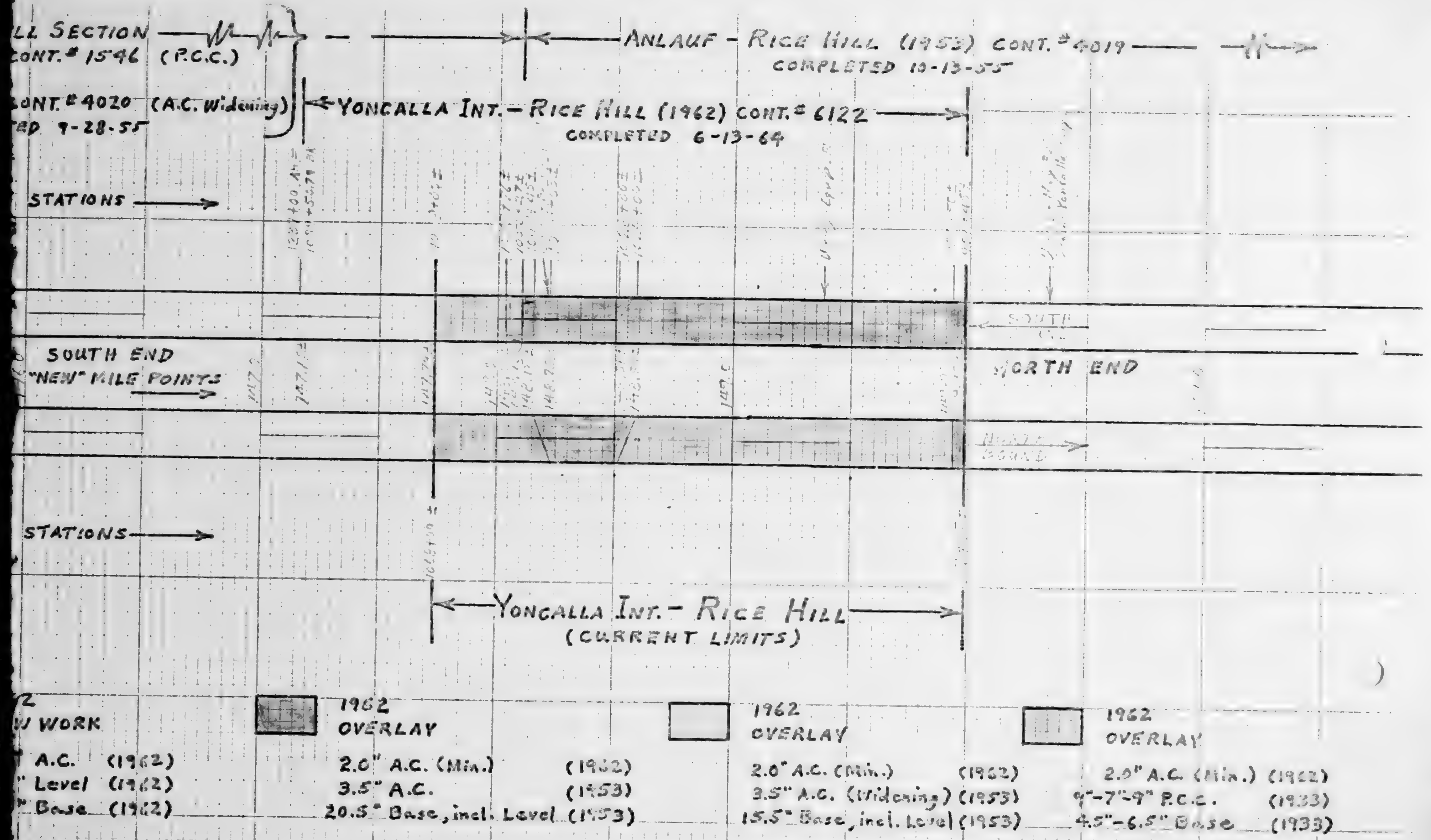


▨ 1962 NEW WORK
4.0" A.C. (1962)
2.0" Level (1962)
20.0" Base (1962)

▨ 1962 OVERLAY
2.0" A.C. (Min.) (1962)
3.5" A.C. (1953)
20.5" Base, incl. Level (1953)

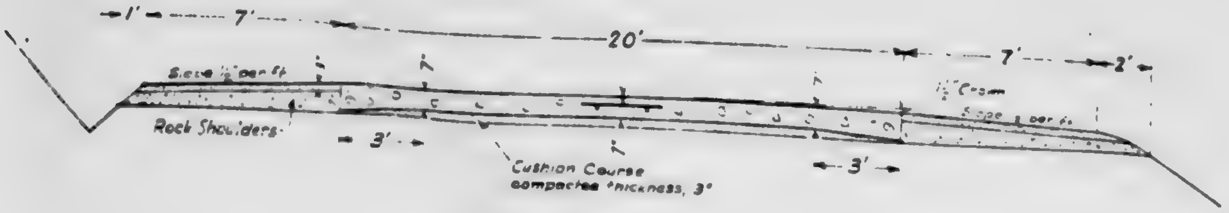
☐ 1962 OVERLAY
2.0" A.C. (Min.) (1962)
3.5" A.C. (Widening) (1953)
15.5" Base, incl. Level (1953)

▨ 1962 OVERLA
2.0" A.C.
9"-7"-9" P.
4.5"-6.5"


LL SECTION
CONT. # 1546 (P.C.C.)
CONT. # 4020 (A.C. Widening)
ED 9-28-55
ANLAUF - RICE HILL (1953) CONT. # 4019
COMPLETED 10-13-55
YONCALLA INT. - RICE HILL (1962) CONT. # 6122
COMPLETED 6-13-64
STATIONS
1237+00.14±
1099+50.79 BK
SOUTH END
"NEW" MILE POINTS
147.2
147.15±
147.74±
148.19±
148.72
149.0
SOUTH
NORTH END
NORTH BOUND
STATIONS
1065+00 ±
YONCALLA INT. - RICE HILL
(CURRENT LIMITS)
W WORK
A.C. (1962)
" Level (1962)
" Base (1962)
1962 OVERLAY
2.0" A.C. (Min.) (1962)
3.5" A.C. (1953)
20.5" Base, incl. Level (1953)
1962 OVERLAY
2.0" A.C. (Min.) (1962)
3.5" A.C. (Widening) (1953)
15.5" Base, incl. Level (1953)
1962 OVERLAY
2.0" A.C. (Min.) (1962)
9"-7"-9" P.C.C. (1933)
4.5"-6.5" Base (1933)

11 - 217

Project No. NRH-189A(2)
189-A(3)



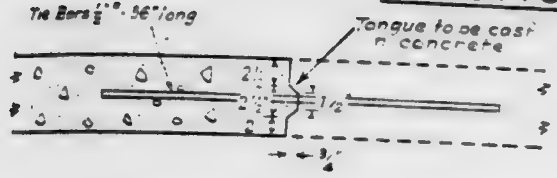
Cross-section

Scale ¼" = 1 ft

Sta. 1174+80 to Sta. 1230+75

NRH-189-A(2)

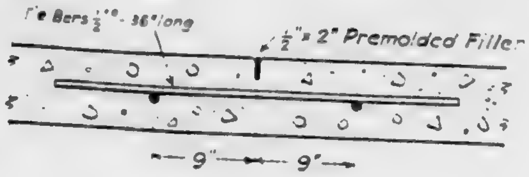
LONGITUDINAL JOINTS



Contact Type Joint

To be used only when pavement is laid in two strips

Scale 1" = 10"

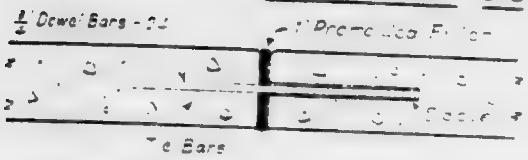


Dummy Type Joint

Scale 1" = 10"

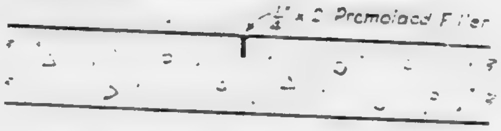
NRH-189-A(2)

EXPANSION and CONTRACTION JOINTS



Detail of Expansion Joint

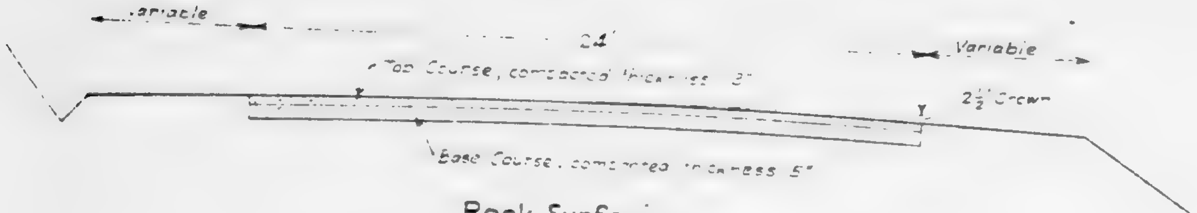
Scale 1" = 10



Detail of Contraction Joint

Scale 1" = 10

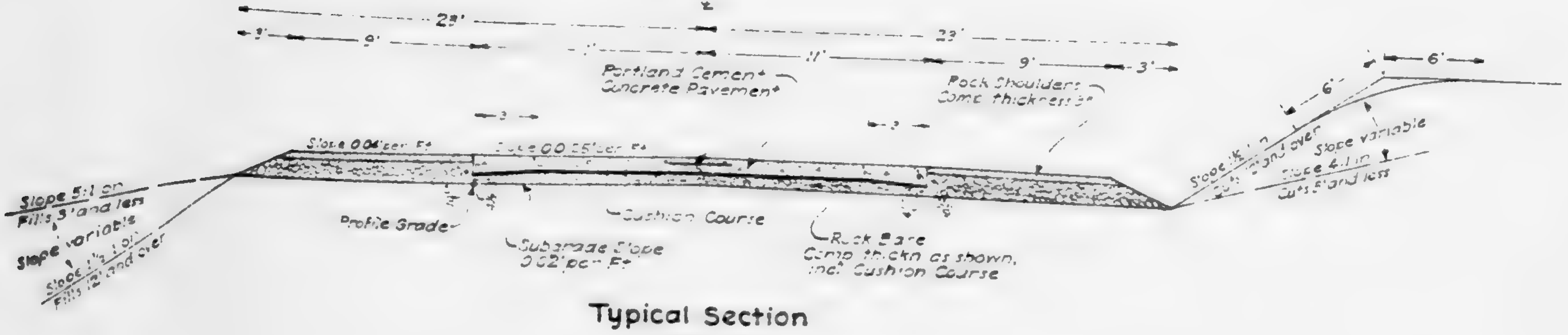
NRH-189-A(2)


Variable
24'
Variable
Top Course, compacted thickness 3"
2½" Crown
Base Course, compacted thickness 5"

Rock Surfacing

On connecting road, Sta 1230+75 to Existing Road

NRH-189-A(2)


℄
23'
23'
3'
9'
11'
11'
9'
3'
6'
6'
Portland Cement Concrete Pavement
Rock Shoulders Comp. thickness 3"
Slope 0.04' per Ft
Slope 0.025' per Ft
Slope 5:1 on Fills 3' and less
Slope variable
Slope 1½:1 on Fills 12' and over
Profile Grade
Cushion Course
Subgrade Slope 0.02' per Ft
Rock Base Comp. thickn as shown, incl. Cushion Course
Slope 1½:1 in Cuts 12' and over
Slope variable
Slope 4:1 in Cuts 5' and less

Typical Section

189-A(3)

For Joint Details see Standard Portland Cement Concrete Pavement Plan No 2045

OREGON STATE HIGHWAY DEPARTMENT

PAVING DETAILS

for

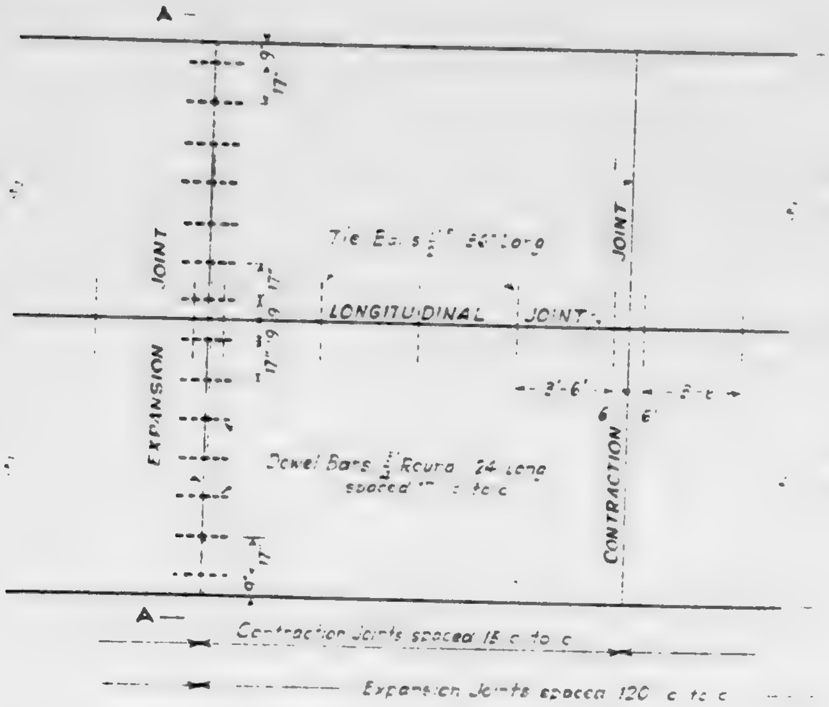
RICE HILL SECTION

PACIFIC HIGHWAY

DOUGLAS COUNTY

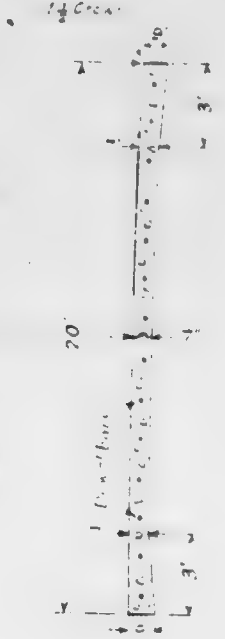
Scales as shown

November, 1933


A
A
EXPANSION JOINT
LONGITUDINAL JOINT
CONTRACTION JOINT
Tie Bars ½" 36" Long
Dowel Bars ¾" Round 24 Long spaced 17 c to c
17"
9
3'-6'
6
6'
10'
10'
Contraction Joints spaced 15 c to c
Expansion Joints spaced 120 c to c

Plan View of Portland Cement Concrete Pavement

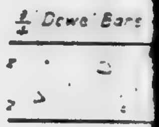
NRH-189-A (2)



Cross-section A-A

C

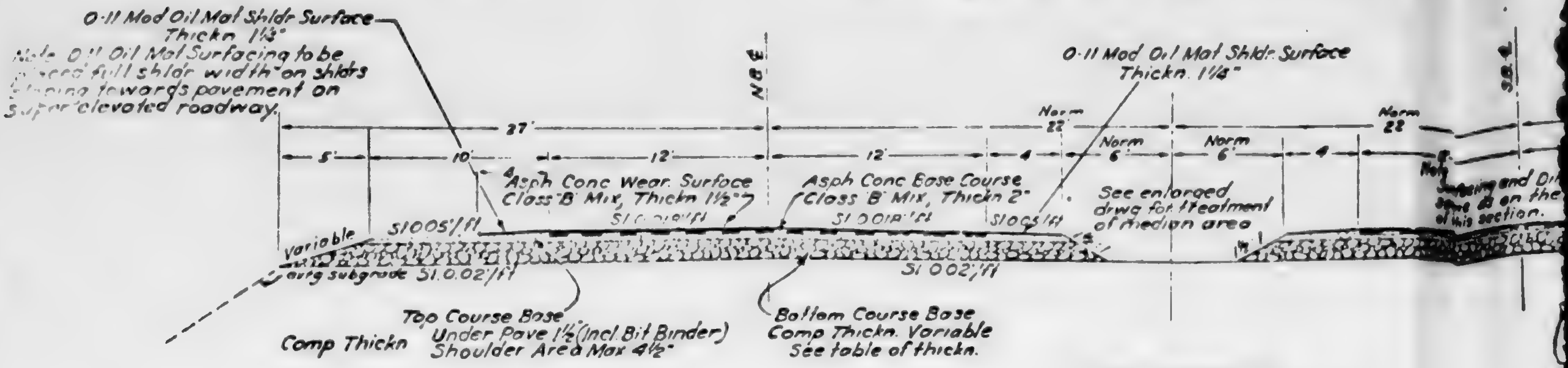
To be used o



Deta

Slope 5:1 on Fills 3' and less
Slope variable
Slope 1½:1 on Fills 12' and over

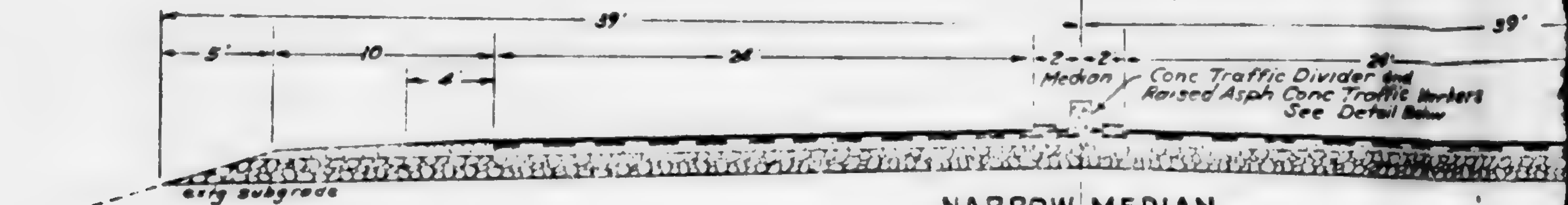
TYPICAL [illegible]RFACING & PAVING SECTIONS


O-11 Mod Oil Mat Shldr Surface Thickn 1½"
Note O-11 Oil Mat Surfacing to be placed full shldr width on shldrs sloping towards pavement on super elevated roadway.
N.B. ℄
27'
5'
10'
4
12'
Asph Conc Wear. Surface Class "B" Mix, Thickn 1½"
Sl 0.018'/ft
Sl 0.05'/ft
variable
extg subgrade Sl 0.02'/ft
Top Course Base
Comp Thickn
Under Pave 1½" (Incl Bit Binder)
Shoulder Area Max 4½"
12'
4
Asph Conc Base Course Class "B" Mix, Thickn 2"
Sl 0.018'/ft
Sl 0.05'/ft
Sl 0.02'/ft
Bottom Course Base Comp Thickn. Variable See table of thickn.
O-11 Mod Oil Mat Shldr Surface Thickn. 1¼"
Norm 22'
Norm 6'
Norm 6'
4
Norm 22
See enlarged drwg for treatment of median area
S.B. ℄
Surfacing and Di… same as on the … of this section.

WIDE MEDIAN
FOUR LANE SECTION

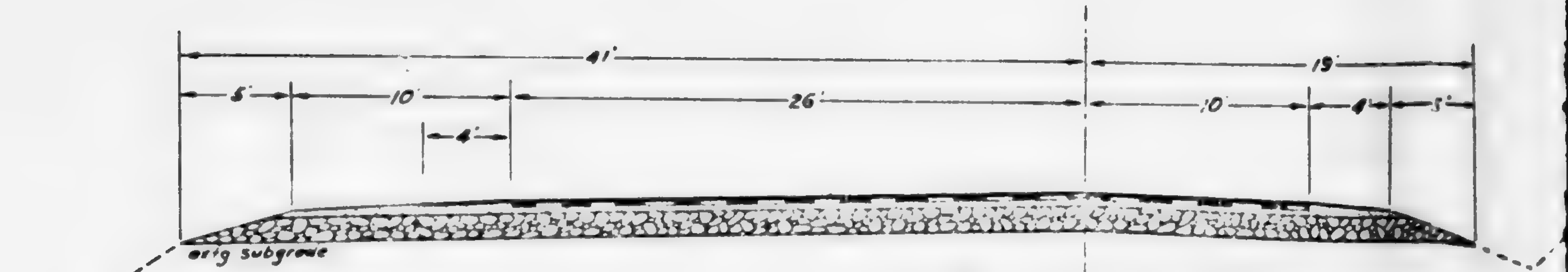
Sta. 682+84 to Sta. 713+54
Sta 930+93 to Sta 951+45
Sta 1029+60 to Sta 1037+62

Note:
Where details of Surfacing courses are not shown they are the same as shown on section above, or in table of bottom course base


39'
5'
10'
4'
24'
2
2
Median
Conc Traffic Divider and Raised Asph Conc Traffic Markers See Detail Below
39'
24'
extg subgrade

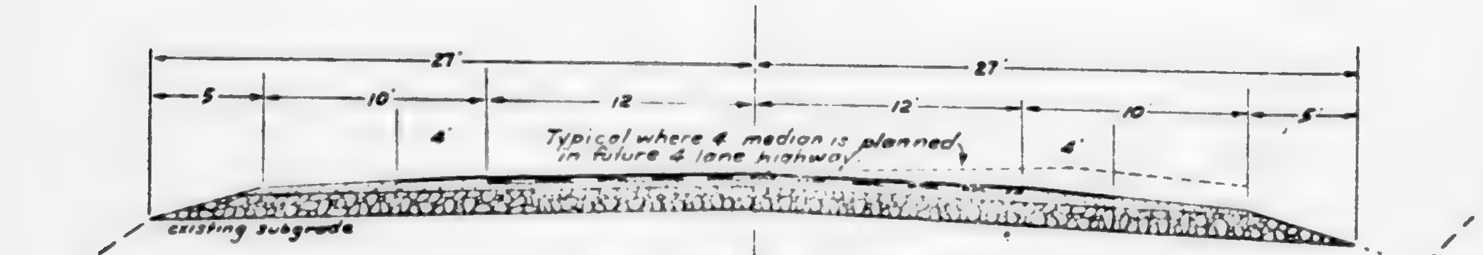
NARROW MEDIAN
FOUR LANE SECTION

Sta 310+499 to Sta 314+47
Sta. 367+00 to Sta 463+50



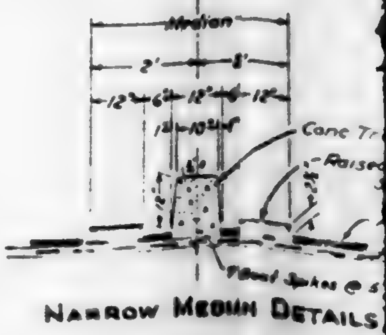
THREE LANE SECTION

Sta 320+50 to Sta 361+00



TWO LANE SECTION

℄B Sta 295+00 to Sta. 311+15 = 310+499 }
℄H Sta 293+00 to Sta. 307+87 = 310+499 } Divided 4 Lane Hwy
Sta. 473+50 to Sta 500+00 Future 4' Median
Sta 503+50 to Sta 672+50 Future 20' Median
Sta 727+92 to Sta. 914+81 " " "
Sta. 965+65 to Sta. 1016+68 " " "

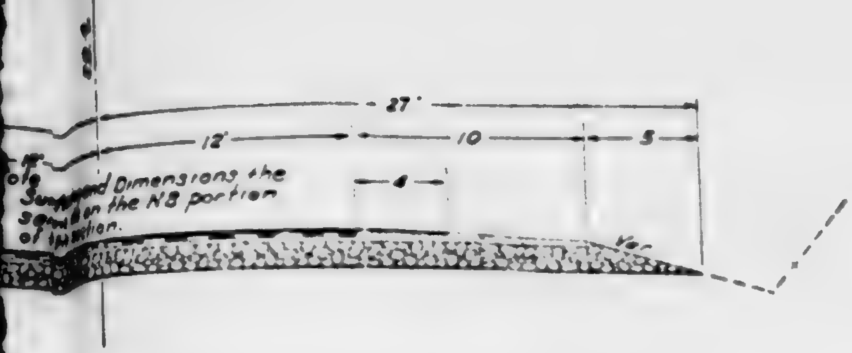


NARROW MEDIAN DETAILS

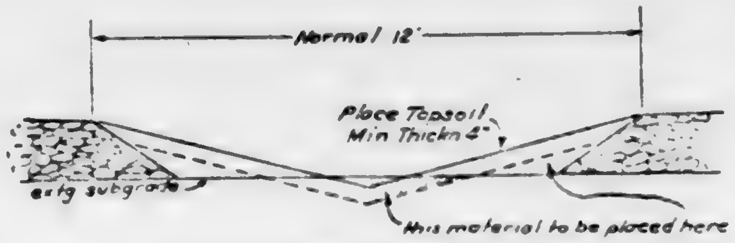
ANLAUF - RICE HILL UNIT
DIVIDE - RICE HILL SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No	TOTAL SHEETS
8	OREGON	BFI-189(6)		2A	See Index

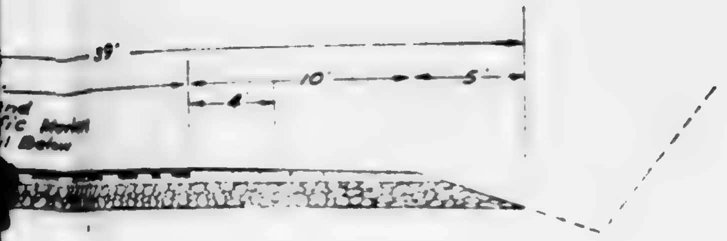
NS


27'
12'
10
5
4
Surfacing and Dimensions the same on the NB portion of the section.
Var

For plans showing details of junction layouts and variable widths through transition sections see grading plans for F.A. Projects No BFI-189(12) and FI-189(13)



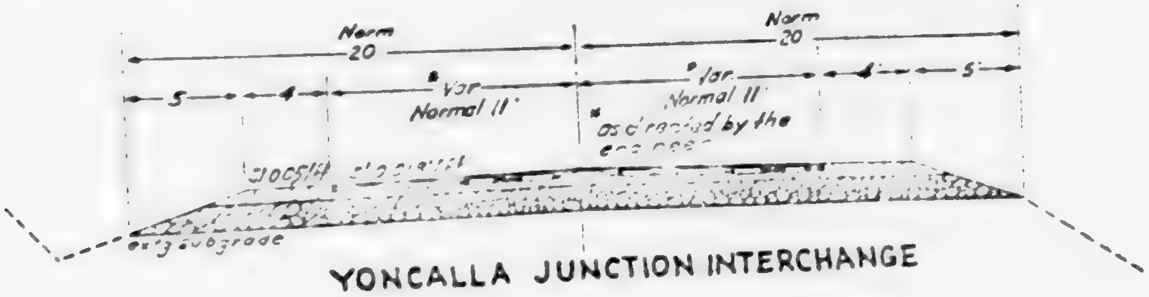
ENLARGED DRWG. of MEDIAN AREA
No Scale



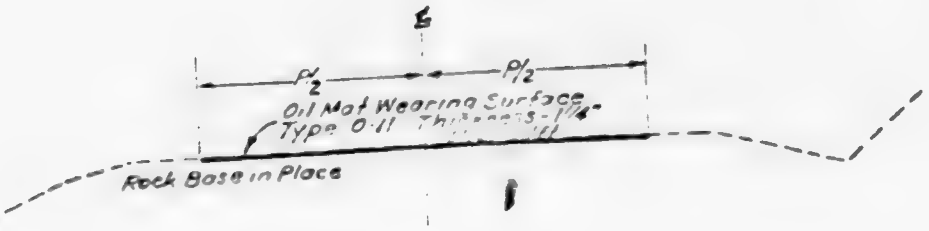
BOTTOM COURSE Base			
Sta	Sta	Comp Thickn*	Slopes
295	529	15"	
529	581	10"	
581	656	15"	
656	681	10½"	
681	685+28	5"	
685+28	905	11"	
905	922	10"	
922	1050+274	19"	
Yoncalla Interchange		19"	

* Note: Comp Thickn subject to increase or decrease as directed by the engineer.

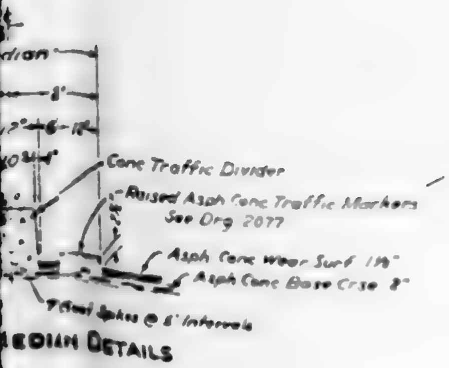
TRANSITIONS		
Sta to	Sta	Remarks
314+27	320+50	4 Lane to 3 Lane
361+00	367+[illegible]	3 Lane to 4 Lane
463+50	473+50	4 Lane to 2 Lane
500+00	503+50	2 Lane 4 Ft Med to 2 Lane 20 Ft Med
672+50	682+95	2 Lanes to 4 Lanes
713+54	727+92	4 Lanes to 2 Lanes
914+81	930+93	2 Lanes to 4 Lanes
951+45	955+55	4 Lanes to 2 Lanes
1016+58	1023+50	2 Lanes to 4 Lanes
1037+52	1050+274	4 Lanes to 2 Lanes ext hwy



YONCALLA JUNCTION INTERCHANGE



County Roads P = 20'
Frontage Road P = 18'
as directed by the engineer.



EDIAN DETAILS

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Goncalla Jct. [illegible] REVISED

Section Elkhead Road [illegible]

Res. Engr. G. Worth

Length of Project [illegible] Miles.

Highway [illegible]

No. [illegible]

County [illegible]

Fa No. [illegible]

Profile [illegible]

Date [illegible]

TYPICAL SECTIONS

Location

A-1-a

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

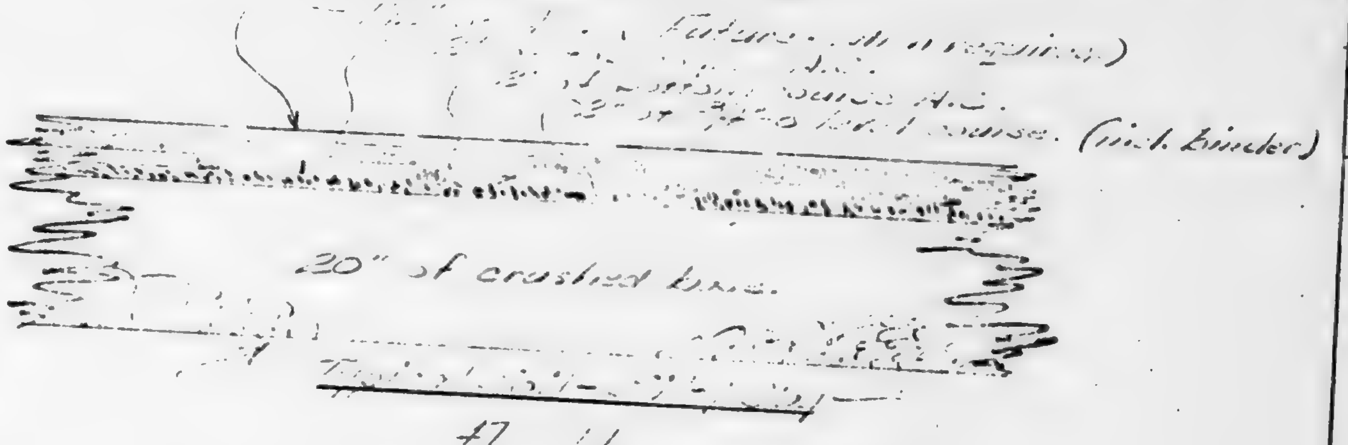
REVISED

REVISED

Yoncalla Jct.- Rice Hill Unit
Section Elkhead Road - Rice Hill Highway Pacific County Douglas Prefix 610-1469
Res. Engr. G. Wirth Length of Project 2.4 Miles. Sta. [illegible] to Sta. L 1237+00± Date 8-15-61

TYPICAL SECTIONS Traffic Class - Very Heavy

[illegible] Lys



Future [illegible] required)
[illegible] A.C.
[illegible] A.C.
[illegible] base course. (incl. binder)
20" of crushed base.

47	LL
20	PI
84	% P200
1	% Gravel
14	% Sand
40	% Silt
45	% Clay
6	"R" value

Listed below are various Traffic Classifications and corresponding total surfacing thickness [illegible].

Heavy	Medium-Heavy	Medium	Light
23"	19"	16"	12"

[illegible] - A-7-6 (13)

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4	A.C.
			2	[illegible]
			20	Cr. Base
			26	Present
		Future	1½	A.C.
			27½	Total

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible]											
Paving Type: [illegible] to A.C. construction											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
[illegible]

Dist 8-23-61

A-1-e

Submitted by [illegible] Barber
Staff Assistant

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

Form 2-61—324—4-71

OREGON STATE HIGHWAY DIVISION

Materials Section

Laboratory Report

Project Interstate Overlay Need Study Anlauf - Rice Hill
Prefix No. 610-1969-910
Highway Pacific
County Douglas
Contractor
Contract No. 4019
F. A. Project No.
Submitted by Elliott Parker Completed 1955
Date Reported March 2, 1973
Laboratory Charges $75.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry, Center Sect. 6, T.23S, R.4W
Sampled at Quarry
To be used Class "B" A/C
Date received April 5, 1972
Sampled by Don Petersen
Quantity represented
Date Sampled March 30, 1972
Sample Number 1-4

TEST RESULTS

Laboratory No. 998421
Type of material Quarry Rock
Data Sheet No. A62431
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 31.04
Specific gravity (Le Chatelier) Bulk Gr. 2.69 SSD: 2.79
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1½ - 3/4 34.93
3/4 - 3/8 47.39
3/8 - 4 67.17
Plasticity index: Natural fines NP %
Manufactured fines %
Liquid limit: Natural fines 27 %
Manufactured fines %
Fracture %
Sand equivalent Insufficient Material
Oregon degradation: Pass No. 20 * 29.8 %
Height 6.3 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
*Pass #20 Referee 23.3 H. 4.3 Absorp. 3.8

Material as represented by this sample (does) (does not) comply with specifications. Review of contract #4019 records and the above test results indicate that the crushed aggregate base as constructed in 1954-55 is of a 0.8 CBE quality. Tests also indicate material of poor soundness qualities.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66043-734

Engineer of Materials

A-2
A-2-a

E-41—3M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

roject	Interstate Overlay Need Study Elkroad Road - Rice Hill Section	Prefix No.	610-1969-910
		County	Douglas
ighway	Pacific Contract No. 4019	F. A. Project No.	
ontractor	Porter W. Yett	Date Reported	March 2, 1973
ubmitted by	Elliott Parker Constructed 1954-55	Laboratory Charges	$74.50

REPORT ON SAMPLE OF AGGREGATE

ource of material	Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM	Sampled at	
		Date received	Jan. 5, 1973
To be used	A/C & Base	Quantity represented	150,000
Sampled by	Lehrbach & Bruce Beal		
Date Sampled	Jan. 5, 1973		
Sample Number	3		

TEST RESULTS

		Type of material	Quarry Rock
Laboratory No.	73-0520	Screen opening Square	
Data Sheet No.	0594190		

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	-A- 34.46	
Specific gravity (Le Chatelier)	Bulk Gr. 2.52 SSD: 2.65	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	62.0	
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		
Sand equivalent		
Oregon degradation: Pass No. 20 *	25.1	%
Height	5.5	in.
Strength test, per cent of standard mortar:		%
Compression		
Organic Material, color plate No.		

Absorp. 5.40 *Pass #20 Referee 21.8 H. 4.1

Material as represented by this sample (does) (does not) comply with specifications.

See report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66045-734

Engineer of Materials

A-2-a

Form 2-61—1M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project Interstate Overlay Need Study
Highway Elkroad Road - Rice Hill Section Pacific
Prefix No. 610-1969-910
Contractor Porter W. Yett
County Douglas
Contract No. 4019
Submitted by Elliott Parker
F. A. Project No.
Constructed 1954-55
Date Reported March 2, 1973
Laboratory Charges $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
Sampled at
To be used A/C & Base
Date received Jan. 5, 1973
Sampled by Lehrbach & Bruce Beal
Quantity represented 150,000
Date Sampled Jan. 5, 1973
Sample Number 3

TEST RESULTS

Laboratory No. 73-0520
Type of material Quarry Rock
Data Sheet No. A59418C
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 34.46
Specific gravity (Le Chatelier) Bulk Gr. 2.52 SSD: 2.65
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 62.0
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 * 25.1 %
Height 5.5 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 5.40 *Pass #20 Referee 21.8 H. 4.1

Material as represented by this sample (does) (does not) comply with specifications.

See report #998421

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66045-734

Engineer of Materials

A-2-a

Form E-41—3M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project	Interstate Overlay Need Study Elkroad Road - Rice Hill Section	**Prefix No.**	610-1969-910
Highway	Pacific	**County**	Douglas
Contractor	Porter W. Yett **Contract No.** 4019	**F. A. Project No.**	
Submitted by	Elliott Parker Constructed 1954-55	**Date Reported**	March 2, 1973
		Laboratory Charges	$74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM

Sampled at

To be used	A/C & Base	**Date received**	Jan. 5, 1973
Sampled by	Lehrbach & Bruce Beal	**Quantity represented**	150,000
Date Sampled	Jan. 5, 1973		
Sample Number	4		

TEST RESULTS

Laboratory No.	73-0521	Type of material	Quarry Rock
Data Sheet No.	A594180	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	-A- 33.04	
Specific gravity (Le Chatelier)	Bulk Gr. 2.50 SSD: 2.64	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	62.3	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	*23.7	%
Height	4.2	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Absorp. 5.76 *Pass #20 Referee 18.8 H. 2.6

Material as represented by this sample (does) (does not) comply with specifications.

See report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*44045-734

Engineer of Materials

A-2-6

Form E-41—334—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project: Interstate Overlay Need Study Elkroad Road - Rice Hill Section
Prefix No.: 610-1969-910
Highway: Pacific
County: Douglas
Contractor: Porter W. Yett
Contract No.: 4019
F. A. Project No.:
Submitted by: Elliott Parker
Constructed 1954-55
Date Reported: March 2, 1973
Laboratory Charges: $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
Sampled at:
To be used: A/C & Base
Sampled by: Lehrbach & Bruce Beal
Date received: Jan. 5, 1973
Date Sampled: Jan. 5, 1973
Quantity represented: 150,000
Sample Number: 5

TEST RESULTS

Laboratory No.: 73-0522
Type of material: Quarry Rock
Data Sheet No.: A594186
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler: -A- 31.76
Specific gravity (Le Chatelier): Bulk Gr. 2.65 SSD: 2.76
Unit weight, dry rodded, lbs. per cubic foot:
Unit weight, loose, lbs. per cubic foot:
Fineness factor:
Sodium sulfate test, per cent loss: 33.0
Asphalt stripping: Natural fines:
Manufactured fines:
Plasticity index: Natural fines: %
Manufactured fines: %
Liquid limit: Natural fines: %
Manufactured fines: %
Fracture: %
Sand equivalent:
Oregon degradation: Pass No. 20: 17.7 %
Height: 2.2 in.
Strength test, per cent of standard mortar:
Compression: %
Organic Material, color plate No.:
Absorp. 3.96

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*66045-734

Engineer of Materials

A-2-C

Form E-61-3M-8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project Interstate Overlay Need Study Elkroad Road - Rice Hill Section **Prefix No.** 610-1969-910
Highway Pacific **County** Douglas
Contractor Porter W. Yett **Contract No.** 4019 **F. A. Project No.**
Submitted by Elliott Parker Constructed 1954-55 **Date Reported** March 2, 1973
Laboratory Charges $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼ SW¼, Sec. 6, T.23S, R.4W, of WM
Sampled at
To be used A/C & Base **Date received** Jan. 5, 1973
Sampled by Lehrbach & Bruce Beal **Quantity represented** 150,000
Date Sampled Jan. 5, 1973
Sample Number 6

TEST RESULTS

Laboratory No. 73-0523 Type of material Quarry Rock
Data Sheet No. A59418F Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angele Rattler -A- 33.66
Specific gravity (Le Chatelier) Bulk Gr. 2.56 SSD: 2.68
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 55.3
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 *24.9 %
Height 5.4 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
*Referee Pass #20: 23.5 H. 3.7 Absorp: 4.

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:

FHWA
X **Construction Engineer**
Maintenance Engineer
Bridge Engineer
Requisition Office
X **Regional Engineer** Versteeg
Resident Engineer
District Engineer
Region Geologist
X **Geology and Soils**
2X **Files**
X Parker

SP*66045-734

Engineer of Materials

A-2-d

Form E-61—3M—8-71

OREGON STATE HIGHWAY DIVISION

Materials Section

Laboratory Report

Project: Interstate Overlay Need Study Elkroad Road - Rice Hill Section
Prefix No.: 610-1969-910
Highway: Pacific
County: Douglas
Contractor: Porter W. Yett
Contract No. 4019
F. A. Project No.
Submitted by: Elliott Parker
Constructed 1954-55
Date Reported: March 2, 1973
Laboratory Charges: $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
Sampled at
To be used: A/C & Base
Date received: Jan. 5, 1973
Sampled by: Lehrbach & Bruce Beal
Quantity represented: 150,000
Date Sampled: Jan. 5, 1973
Sample Number: 1

TEST RESULTS

Laboratory No.: 73-0518
Type of material: Quarry Rock
Data Sheet No.: A59418A
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A- 29.90
Specific gravity (Le Chatelier) Bulk Gr. 2.61 SSD: 2.73
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 43.6
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 *21.5 %
Height 3.3 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 4.62 *Pass #20 Referee 19.4 H. 2.4

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

Engineer of Materials

SP*66045-734

A-2-e

Form E-41—3M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project Interstate Overlay Need Study Elkroad Road - Rice Hill Section
Highway Pacific
Contractor Porter W. Yett Contract No. 4019
Submitted by Elliott Parker Constructed 1954-55
Prefix No. 610-1969-910
County Douglas
F. A. Project No.
Date Reported March 2, 1973
Laboratory Charges $74.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Boucock Quarry NE¼, SW¼, Sec. 6, T.23S, R.4W of WM
Sampled at
To be used A/C & Base
Sampled by Lehrbach & Bruce Beal
Date Sampled Jan. 5, 1973
Sample Number 2
Date received Jan. 5, 1973
Quantity represented 150,000

TEST RESULTS

Laboratory No. 73-0519
Data Sheet No. 9594189
Type of material Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angele Rattler	-A- 37.22	
Specific gravity (Le Chatelier)	Bulk Gr. 2.64 SSD: 2.76	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	49.3	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	21.0	%
Height	2.7	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 4.51		

Material as represented by this sample (does) (does not) comply with specifications.

See Report #998421

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer J. H. Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

SP*68043-724

Engineer of Materials

A-2-6

Form E-61—[illegible]—6-71

CREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project Interstate Overlay Need Study Yoncalla Inter.-Rice Hill
Prefix No. 610-1969-910
Highway Pacific
County Douglas
Contractor Roy L. Houck Sons
Contract No. 6122
F. A. Project No.
Submitted by Elliott Parker
Constructed 1963
Date Reported March 2, 1973
Laboratory Charges $64.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Cody Long Quarry NE of Yoncalla Inter.
Sampled at
To be used A/C
Date received Feb. 18, 1972
Sampled by W. H. Beal
Quantity represented
Date Sampled Jan. 24, 1972
Sample Number

TEST RESULTS

Laboratory No. 995390
Type of material Quarry Rock
Data Sheet No. A62331
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -4- 27.28
Specific gravity (Le Chatelier) Bulk Gr. 2.79 SSD: 2.87
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 21.67 %
Height 0.7 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 2.88

Material as represented by this sample (does) (does not) comply with specifications. Review of records for Contrac #6122 and the above test results indicate that the crushed aggregate base as constructed is of a 0.9 CBE quality. Approximately 50% of the material exceeds current degradation limits and gradation is deficient 1/4"-10.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker

T-104 Sodium Sulfate Soundness

Size	%Loss
1½-3/4	5.36
4/5-3/8	12.38
3/8-4	26.50

Engineer of Materials

EP*86043-734

Form 2-60-[illegible]-1-63

OREGON STATE HIGH

MATERIALS DIVISION LABOR

Interstate Overlay Need Stu,

Pavement Evaluation-Core Test Data-Wearing

Project Yoncalla Inter.-Rice Hill Amou

Highway Pacific Dept. invoice No.

Contractor Roy L. Houck & Sons No. 6122 Date received June 2

Submitted by Elliott Parker Completed 1963 Date reported March 2, 1973

Source of material North & South Bound Lanes

Sampled or inspected at Roadway To be used Class "B" Top

Sampled or inspected by D. Petersen & B. Beal Quantity represented

Sample No.	380-1-Top	380-3-Top	380-5-Top
Station	966 + 50	966 + 50	1007 + 50
Lane	NB	SB	SB
Test pavement, thickness	2.0"	2.6"	2.7"
Overlay patch, thickness	-	0.8"	0.9"
Gradation of Cores:			
Per cent ret. 1"	0	0	0
" " (¾" - 1/4")	34.3	37.8	-
" " (¼" - # 10)	28.6	27.1	-
" " (#10 - # 40)	15.6	14.9	-
" " (#40 - #200)	11.3	12.2	-
(Pass #200)	5.2	3.5	-
" Asphalt Content	5.0	4.5	-
Reclaimed asphalt, Pen. @ 77° F	-	-	40
Core lane location			

Bulk sp. gr., in place	2.58	2.57	2.53	2.52	2.55	2.54
Bulk sp. gr., recompacted	2.65	2.65	2.60	2.60	2.63	2.63
Per cent relative compaction	97.4	97.0	97.3	96.9	97.0	96.6
Per cent voids, in place	4.1	4.1	5.9	6.7	5.9	6.3
Per cent voids, recompacted	1.5	1.1	3.3	3.7	3.0	3.0

REPORT TO:

0 Bureau of Public Roads
X0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
2X0 Files Boyle
X Parker
X Soils & Geology

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Pavement as represented has satisfactory asphalt penetration, compaction and void content with a slight asphalt content deficiency. See Report #73-4694.

A-3

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

1

Pavement Evaluation - Core Test Data - Base Course

Project	
Highway	
Contractor	No.
Submitted by	
Source of material	
Sampled or inspected at	To be used Class "B" Base
Sampled or inspected by	Quantity represented

Prefix [illegible] 69-910
Amount charge
Dept. invoice No.
Date received
Date reported March 2, 1973

Sample No.	380-1-Base		380-3-Base		380-5-Base	
Station	966 + 50		966 + 50		1007 + 50	
Lane	NB		SB		SB	
Test pavement, thickness	2.6"		2.3"		1.9"	
Overlay patch, thickness						
Gradation of Cores:						
Per cent ret. 1"	0		0		0	
" " (¾" - 1/4")	40.7		26.4		-	
" " (¼" - # 10)	18.1		31.4		-	
" " (#10 - # 40)	15.5		20.1		-	
" " (#40 - #200)	13.6		9.6		-	
(Pass #200)	5.2		5.6		-	
" Asphalt Content	6.9		6.9		-	
Reclaimed asphalt, Pen. @ 77° F	-		-		50	
Core lane location						
Bulk sp. gr., in place	2.57	2.55	2.30	2.32	2.30	2.33
Bulk sp. gr., recompacted	2.65	2.63	2.46	2.49	2.47	Sample Damaged
Per cent relative compaction	97.0	97.0	93.5	93.2	93.1	
Per cent voids, in place	3.4	3.4	9.8	9.4	10.9	
Per cent voids, recompacted	0.4	0.4	3.5	2.7	4.3	

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Pavement as represented has satisfactory compaction, void content, asphalt penetration and asphalt content.

See Report #73-4694.

A-3-a

Form [illegible]

OR
MATER
Interstat
Pavement. Evaluation-Co

73-4699
A-30380
610-1969-910
373.50

Jan. 5, 1973
March 2, 1973

Project Anlauf-Ric
Highway Pacific
Contractor Porter W. Yett
Submitted by Elliott Parker
Source of material South Bound Lanes
Sampled or inspected at Roadway To be used Original Pavement
Sampled or inspected by Peterson & Beal Quantity represented

Sample No.	380-1-O.P.	380-3-O.P.		380-5-O.P.	
Station	966+50	966+50		1007+50	
Lane	NB	SB		SB	
Test pavement, thickness		2.2"		2.4"	
Overlay patch, thickness		-		-	
Gradation of Cores:					
Per cent ret. 1"	No Samples	0		0	
" " (¾" - 1/4")		37.0		-	
" " (¼" - # 10)		23.0		-	
" " (#10 - # 40)		16.7		-	
" " (#40 - #200)		10.8		-	
(Pass #200)		6.6		-	
" Asphalt Content		5.9		-	
Reclaimed asphalt, Pen. @ 77° F	-	-		50	
Core lane location					
Bulk sp. gr., in place		2.33	-	2.37	2.34
Bulk sp. gr., recompacted		2.46	-	2.50	2.48
Per cent relative compaction		94.7	-	94.8	94.4
Per cent voids, in place		9.0	-	7.8	8.9
Per cent voids, recompacted		3.9	-	2.7	3.5

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology
X Parker
X Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. The above test results show that the pavement represented has low asphalt content, satisfactory reclaimed asphalt penetration and satisfactory compaction. Thickness of the cores show that considerable erosion or loss of pavement has occured possibly from aggregate degradation or asphalt stripping, See Report #73-4698.

A-3-b

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. B 4698
Data Sheet No. 62431
Prefix 610-1969-915
Amount Charge 140—
Date Received 4/4/72
Date Reported March 2, 1973

Project Anlauf - Rice Hill Mix Type-Class B&C
Contractor: Prime Porter W. Yett Co. Contract No. 4019 Fed. Aid No.
Paving Porter W. Yett Co. Paving completed Aug 1955
Engineer: Region Morgan Resident R. Ewen
Aggregate: Source Bonk Quarry Type Quarry
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 4019 B.4. Ave			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	Recommended Mix Proportions: Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	0.7			0.7	0.7				
½	11.1			11.9	11.8				
3/8				15.7	15.5				
¼	27.6			13.9	13.8				
4	9.2			9.8	9.7				
10	15.8			16.9	16.6				
40	14.6			15.6	15.5				
200	8.2			8.8	9.4				
-200	6.3			6.7	7.0				
A/c	6.5								
Asphalt Content Including 0.7 % Retention						6.0	6.5	6.7	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - @ compaction 277°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	49	52	49	39	32
Cohesion " " "	466	627	675	697	672
Bulk Sp. Gravity @ 1st Compaction	2.40	2.42	2.44	2.46	2.48
Percent Voids " " "	9.1	7.6	6.2	4.7	3.1
Stability Value @ 2nd Compaction	61	51	46	10	5
Bulk Sp. Gravity @ 2nd Compaction	2.46	2.48	2.50	2.52	2.54
Percent Voids " " "	6.8	5.3	3.8	2.3	0.8
Real Gravity @ 0% Voids	2.64	2.62	2.60	2.58	2.56

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	13	13	17

Review of contract #4019 records, test report #73-4699 and the above test results indicate that the asphalt concrete pavement as constructed in 1954-5 has poor asphalt-aggregate adhesion qualities. The average asphalt content in the mix is 6.5% with high void content at construction. Based on the above Index of Retained Strength for the mix of 15% the asphalt concrete as constructed is of a 1.3 CBE quality. Report #908421 indicates that the paving aggregates are of a degrading type.

FWHA
X Construction
Maintenance
ersteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Engineer of Materials

A-4

OREGON STATE HIGH
MATERIALS SECTION
Interstate overlay Near [illegible]
~~PRELIMINAR~~Y BITUMINOUS MIXTURE DESIGN

Laboratory No. 73 4694
Data Sheet No. 62331
Prefix 610-1969
Amount Charge 190-
Date Received 2/17/72
Date Reported March 2, 1973

Project Yoncolla Inter.-Rice Hill Mix Type-Class "B" F/C
Contractor: Prime Roy L. Houck Sons Contract No. 6122 Fed. Aid No. I-5-3(39)139
Paving Roy L. Houck Sons paving Completed 8-1-63
Engineer: Region L.R. Chandler Resident T. Hagedorn
Aggregate: Source Cody Long Quarry, Sec. 15, T23S, R5W Type Quarry
Asphalt: Brand Shell Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6122			Comb. Agg.	RECOMMENDED MIX PROPORTIONS				
				Dry	Gradation - test sample washed by Rotarex				
~~% Comb.~~	Bit. Ave			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.S.S. Course
1									
¾	0.3								
½	15.7			16.9	16.8	16.0	15.8	15.9	
3/8				12.0	11.8	11.2	11.1	11.1	
¼	24.9			14.2	14.0	13.3	13.2	13.2	
4	10.5			11.1	11.0	10.4	10.4	10.4	
10	17.4			18.3	18.1	17.2	17.1	17.0	
40	13.8			14.5	14.3	13.6	13.5	13.5	
200	8.7			9.2	9.4	8.9	8.9	8.9	
P200	3.6			3.8	4.6	4.4	4.3	4.3	
~~No. of~~ A/C	5.1								
Asphalt Content Including 0.2 % Retention						5.0	5.7	5.8	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.S.
Bulk Sp. Gravity @ 100% Compaction	2.55	2.57	2.58	
Mix Design % Voids @ 100% Compaction	4.1	2.1	1.8	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - @ Compaction 276°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 60/70	4.0	4.5	5.0	6.0	6.5
" Film Thickness	Dry	Dry-Suff.	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	46	49	52	50	27
Cohesion " " " "	408	507	602	624	702
Bulk Sp. Gravity @ 1st Compaction	2.45	2.47	2.49	2.51	2.53
Percent Voids " " "	9.3	7.8	6.4	4.9	3.4
Stability Value @ 2nd Compaction	57	59	56	46	31
Bulk Sp. Gravity @ 2nd Compaction	2.51	2.53	2.55	2.57	2.59
Percent Voids " " "	7.0	5.6	4.1	2.7	1.1
Real Gravity @ 0% Voids	2.70	2.68	2.66	2.64	2.62

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Shell 60/70	4.0	5.0	6.0
Index of Ret. Str. (%)	66	81	87

Review of contract #6122 records, Test report #72-6921 and the above test results indicate that the asphaltic concrete as constructed is of a 1.9 CRE quality. Degradation tests made on the source material have excess sediment height.

FWHA
X Construction
Maintenance
Versteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
\X Soils & Geology
Regional Geologist
2X Files
X Parker

Engineer of Materials

A-4-a

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1973

To: Mr. Victor D. Wolfe
Location Engineer
OFFICE

SUBJECT: Interstate Overlay Need Study
Rice Hill-N. Oakland Jct.
Section, I-5. (Asphalt Concrete
Overlay of PCC South Bound on
South End and North Bound on
North End, Crushed Aggregate
Base and Asphalt Concrete on
Remaining NB & SB.)

Attached are test reports #999379, 73-4704, 72-6950, 73-4695, 73-4703 and 995389 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1963 on subject project. Review of our files for Contract #5812 and test results for the recently sampled pavement and pit run aggregate indicate a 0.5 crushed aggregate base and a 1.7 CBE wearing surface and 1.5 CBE base course asphalt concrete pavement.

Based on observed condition of the PCC pavement overlaid on subject project, we feel that the concrete constructed in 1935 and 1940 on Contract #1774 and #2366 is of a 1.8 CBE quality when considered as a base component of the structural section.

JOHN C. JENKINS
Engineer of Materials & Research

By J E Wilson

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg ✓
G. E. Boyle

A-5

A-5-a

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1973

SUBJECT: Interstate Overlay Need Study
Anlauf-Rice Hill Section, I-5
(Original construction of
Existing South Bound Lanes,
Crushed Base and Asphaltic
Concrete)

To: Mr. Victor D. Wolfe
Location Engineer
OFFICE

Attached are test reports #73-0518 thru 23, 73-4698-9 and #998421 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1954-5 on subject project. Review of our files for Contract #4019 and test results for the recently sampled pavement and pit run aggregate indicate a 0.8 CBE crushed aggregate base, and a 1.3 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By J E Wilson

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
~~C.~~ J. Gregg

SP*92478-734

A-5-a

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1973

SUBJECT: Interstate Overlay Need Study
Yoncalla Inter.-Rice Hill
Section, I-5
Overlay of Asphalt Concrete
South Bound Lanes and Crushed
Base and Paving on Existing
North Bound Lanes.

To: Mr. Victor D. Wolfe
Location Engineer
OFFICE

Attached are test reports #995390, #72-6951 and #73-4695 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1963 on subject project. Review of our files for Contract #6122 and test results for the recently sampled pavement and pit run aggregate indicate a 0.9 CBE crushed aggregate base, and a 1.9 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By

JEWilson

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

A-5-b

TRAFFIC ANALYSIS

SECTION: Yoncalla Jct. - Rice Hill

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

5,700 Present ADT (19 62)

17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	175	2.27	397	286	450	128,700
3	140	2.27	318	229	1000	229,000
4	45	2.27	102	74	1250	92,500
5	605	2.27	1373	989	3180	3,145,020
6	5	2.27	11	8	2570	20,560
				1586	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,615,780

TWENTY YEAR EWL 72,315,600

TRAFFIC COEFFICIENT 11.2

TRAFFIC ANALYSIS

SECTION: Yoncalla Jct.-Rice Hill
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

5700 Present ADT (1962)
17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	175	2.27	397	286	450	128,700
3	140	2.27	318	229	1000	229,000
4	45	2.27	102	74	1250	92,500
5	605	2.27	1373	989	3180	3,145,020
6	5	2.27	11	8	2570	20,560
				1586 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3,615,780
TEN ~~TWENTY~~ YEAR EWL 36,157,800
TRAFFIC COEFFICIENT 10.3

Yoncalla Jct.-Rice Hill
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
S.B. 149.85		0.024
	0.028	
	0.021	
		0.017
	0.021	
	0.025	
		0.018
	0.026	
	0.021	
		0.017
	0.022	
	0.023	
		0.016
	0.019	
	0.025	
		0.020
	0.027	
	0.025	
		0.019
	0.023	
	0.026	
		0.022
N.B. 149.50		0.014
	0.010	
	0.011	
		0.012
	0.015	
	0.012	
		0.014
	0.014	
	0.016	
		0.015
	0.016	
	0.012	
		0.014
	0.015	
	0.012	
		0.021
	0.011	
	0.012	
		0.010
	0.011	
	0.014	
		0.009

Continued:

Yoncalla Jct.-[illegible]
Pacific Highway (FAR 5)
Douglas County

Mile Point	O.W.T.	I.W.T.
N.B. 149.50 Continued:	0.011	
	0.011	
	0.013	
		0.016
	0.015	
		0.015
	0.017	
	0.015	
		0.014
S.B. 149.10		0.023
	0.025	
	0.025	
		0.028
	0.024	
	0.027	
		0.027
	0.024	
	0.023	
		0.024
	0.025	
	0.024	
	0.024	
		0.026
	0.027	
		0.024
	0.025	
	0.025	
		0.022
	0.024	
	0.022	
		0.018
	0.023	
	0.024	
		0.022
	0.028	
	0.025	
		0.024
	0.026	
	0.022	
		0.024
N.B. 148.50		0.029
	0.030	
	0.025	
		0.025 Continued:

Yoncalla [illegible]
Pacific Highway
Douglas County

Mile Point		O.W.T.	I.W.T.
N.B. 148.50	Continued:	0.021	
		0.022	
			0.029
		0.026	
		0.020	
			0.021
		0.016	
		0.013	
N.B. 148.27			0.015
		0.014	
		0.014	
			0.019
		0.012	
		0.013	
			0.020
		0.019	
		0.015	
			0.022
		0.022	
		0.022	
			0.031

YONCALLA JUNCTION - RICE HILL
Pacific Highway (FAR 3)
Douglas County

												OAD				CLASSIFICATION	
M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	LAR	P20	Ht.	"R" Value	% Nat. Moist.	AASHO	Textura
170.98, SB, 8' Rt.	2	0 - 5"	AC														
		- 28"	+2"	78.9	44.5	15.6	6.9	19	0	40.7	22.3	22.51	1.2	61	5.8	A-1-a	Si.Sa.Gr
		- 36"	+1½"	90.2	78.6	39.0	24.7	32	9	—	—	—	—	12	12.0	A-2-4 G.	Si.Sa
169.40, NB, 8' Lt.	2	0 - 4½"	AC	Rutted													
		- 28"	+2"	67.1	40.3	13.6	6.4	19	0	43.3	19.4	15.81	1.8	83	6.5	A-1-a	Si.Sa.Gr
		- 36"	—	—	100.0	96.1	87.7	64	31	—	—	—	—	12	26.5	A-7-5 (20)	Clay
168.70, SB, 9' Rt.	1	0 - 8½"	AC	Rutted, patched													
		- 30"	3"	64.3	29.4	11.7	5.8	23	0	22.0	23.8	27.58	4.2	85	8.3	A-1-a	Si.Sa.C
		- 36"	—	—	99.3	92.3	74.4	43	11	—	—	—	—	3	25.1	A-7-5	Si.C

TRAFFIC ANALYSIS
1962 - 1982
TWENTY YEAR DESIGN PERIOD

SECTION: Yoncalla Jct.-Rice Hill

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

5700 **Present ADT (1962)**

17 **Percent Trucks**

AXLES	***TWO WAY TRUCK ADT***	***EXPANSION FACTOR***	***TOTAL TADT***	***MEAN TADT***	***ANNUAL ONE WAY 18 kip s.a.***	***AVERAGE ANNUAL 18 kip s.a.***
2	175	2.27	397	286	**38.25**	10,939.50
3	140	2.27	318	229	**81.76**	18,723.04
4	45	2.27	102	74	**105.30**	7,792.20
5	605	2.27	1373	989	**257.76**	254,924.64
6	5	2.27	11	8	**213.96**	1,711.68
				1586 **TOTAL**		

18 kip s.a./day	805.7
TOTAL AVERAGE ANNUAL 18 kip s.a.	294,091.06
TWENTY YEAR 18 kip s.a.	5,881,821
RATIO	

TRAFFIC ANALYSIS

1964 - 1966

OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Yoncalla Jct.-Rice Hill

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

5700 Present ADT (19 62)

17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1964	*EXPANSION FACTOR*	*TOTAL TADT* 1966	*MEAN TADT* 1964-1966	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	197		219	208	**38.25**	7,956.00
3	158		176	167	**81.76**	13,653.92
4	51		56	54	**105.30**	5,686.20
5	682		759	721	**257.76**	185,844.96
6	6		6	6	**213.96**	1,283.76
				1156 **TOTAL**		

18 kip s.a./day 587.5

(1964-1966) **TOTAL AVERAGE ANNUAL 18 kip s.a.** 214,424.84

Total (1964-1966) TWO ~~TWENTY~~ **YEAR 18 kip s.a.** 428,850

RATIO

TRAFFIC ANALYSIS
1964 - 1982
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Yoncalla Jct.-Rice Hill
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

5700 Present ADT (1962)

17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1964	*EXPANSION FACTOR*	*TOTAL TADT* 1982	*MEAN TADT* 1964-1982	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	197		397	297	38.25	11,360.25
3	158		318	238	81.76	19,458.88
4	51		102	77	105.30	8,108.10
5	682		1373	1028	257.76	264,977.28
6	6		11	9	213.96	1,925.64
				1649 TOTAL		

18 kip s.a./day	837.9
(1964-1982) TOTAL AVERAGE ANNUAL 18 kip s.a.	305,830.15
Total (1964-1982) ~~TWENTY~~ EIGHTEEN YEAR 18 kip s.a.	5,504,943
RATIO	

A-9-i

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Yoncalla Jct. - Rice Hill
Highway: Pacific (FAR 3)
County: Douglas
Prefix:

Res. Engr.
Approx. Length 2.8± miles
Sta. 951± to Sta. 1237±
Date May 10, 1973

Mean Truck A.D.T. 1962-1982 1586
Traffic Coefficient 11.2
18 kip s. a. per day 805.7

Annual Precipitation 33"±
Frost Penetration - - -
CBE Total Requirement 35.0"

(1)

Typical Soil

64	LL
31	PI
100	%P 10
88	%P 200
0	% Gravel
4	% C Sand
8	% F Sand
23	% Silt
65	% Clay
12	R Value
A-7-5	AASHO Classif.

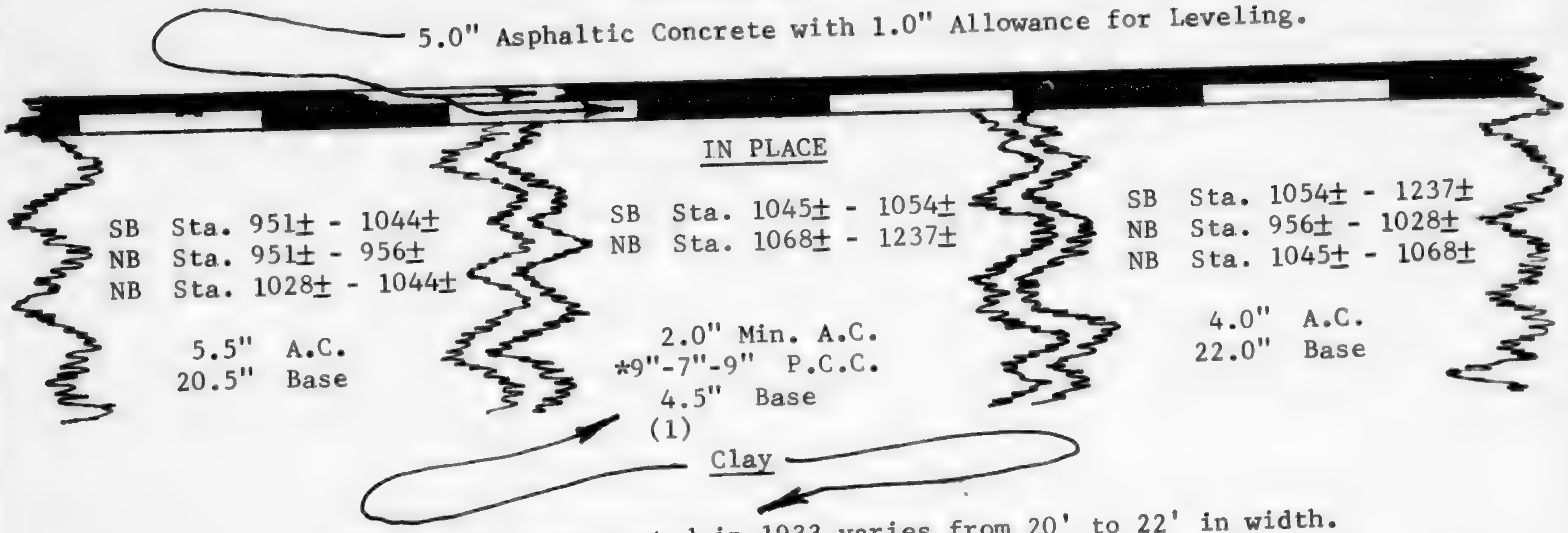
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	5.0"	A.C. Over Existing Roadway.
	(See Structural Section)	

STRUCTURAL SECTION

EXISTING ROADWAY



SB Sta. 951± - 1044±
NB Sta. 951± - 956±
NB Sta. 1028± - 1044±

5.5" A.C.
20.5" Base

SB Sta. 1045± - 1054±
NB Sta. 1068± - 1237±

2.0" Min. A.C.
*9"-7"-9" P.C.C.
4.5" Base

SB Sta. 1054± - 1237±
NB Sta. 956± - 1028±
NB Sta. 1045± - 1068±

4.0" A.C.
22.0" Base

*The P.C.C. constructed in 1933 varies from 20' to 22' in width.

Submitted by ______________
Base Design Engineer

Recommended by ______________
Engineer of Materials and Research

Recommended by ______________
Location Engineer

Approved by ______________
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Asst. Planning Engineer

SECTION: Yoncalla Jct. - Rice Hill

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	A.C. Base	Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
			MAINLINE - NEW WORK			
10.3 (1973-1982)	2.0"	14.0"	---	---	32.0"	16.0" ~~28.0"~~

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 10, 1973

TO Victor D. Wolfe
Location Engineer

FROM C. J. Gregg
Base Design Engineer

SUBJECT Overlay Design Recommendations
Yoncalla Jct. - Rice Hill
Pacific Highway (FAR 3)
Douglas County

This is a report on the evaluation of Yoncalla Jct. - Rice Hill surfacing. (The proposed project covers three, or portions of three, original projects, and at least four grading and surfacing contracts.)

INTRODUCTION:

The pavement design on this project was re-analyzed to determine the overlay thickness required to carry this Interstate section through a twenty-year design period. Our present design procedures and standard specifications on materials and mixes were compared with those used in 1933, 1954, 1955, and 1963 to obtain the results shown in the analysis. The overlay request reflects the under-design in the original computations.

CONCLUSIONS:

Our study indicates the following asphaltic concrete overlay thickness will be adequate to complete the design period, 1962-1982. The amount of overlay being requested was determined as the difference of the Crushed Base Equivalent credit allowed in the original designs from the 1973 design. An R Value of 12 was used in the computations rather than the original R Value of 6.

The asphaltic concrete overlay thickness recommended for this section is five inches.

The Materials Laboratory tested pavement cores and the original material sources for quality consistent with our present design standards and specifications, and based on these tests, equivalency coefficients were assigned to the constructed base and pavement courses.

An analysis using the present O.S.H.D. deflection method of overlay design supports the overlay request.

A condition survey completed in 1967 substantiates the need for the above recommended overlay.

ANALYSIS:

"Project Base Designs" for the sections constructed in 1933 and in the early part of the 1950's are not available. The individual project plans have been used to obtain the surfacing thickness.

Design "R" Value = 6

SB Sta. 951+45± - 1044+03±
NB Sta. 951+45± - 956+50±
NB Sta. 1028+00± - 1044+03±

		Assumed CBE Credit	Actual Thickness
Class B A.C.	(1963)	4.0"	2.0"
Class B A.C.	(1954-55)	7.0"	3.5"
Level Course	(1954-55)	1.5"	1.5"
Base Course	(1954-55)	19.0"	19.0"
Total		31.5"	26.0"

SB Sta. 1044+98± - 1053+76±
NB Sta. 1068+00± - 1237+00±

		Assumed CBE Credit	Actual Thickness
Class B A.C.	(1963)	4.0"	2.0" (Min.)
P.C.C.	(1933)	18.0"	9.0"
Base Course	(1933)	4.5"	4.5"
Total		26.5"	15.5"

SB Sta. 1053+76± - 1237+00±
NB Sta. 956+50± - 1028+00±
NB Sta. 1044+98± - 1068+00±

		Assumed CBE Credit	Actual Thickness
Class B A.C.	(1963)	8.0"	4.0"
Level Course	(1963)	2.0"	2.0"
Base Course	(1963)	20.0"	20.0"
Total		30.0"	26.0"

The Typical Sections from the 1933, 1953, and the "As Constructed" 1962 plans are attached as pages A-1 through A-1-d, and the original Base Design dated 1961 is shown as page A-1-e. The traffic for the 1963 project was Very Heavy.

The design procedures and specifications for the surfacing materials have changed since 1933, 1953, 1954, 1961, and 1963. These changes may be evaluated by the current standard tests on materials from the sources used in the initial construction and tests of existing surfacing and subgrade. Quality tests on the material sources used are shown on pages A-2 through A-2-g. Core samples of the surfacing were also tested, and the results are shown on pages A-3 through A-3-c. The Laboratory reviewed their present design requirements for asphaltic concrete, results of the original asphaltic concrete tests, (mix design information attached as pages A-4 and A-4-a), the quality of the materials, and recommended equivalency coefficients that would be used for present design purposes. The summary of these recommendations is included in Laboratory letters, pages A-5, A-5-a, and A-5-b.

LABORATORY RECOMMENDATIONS

(Current Specification Crushed Base Equivalent, CBE = 1.0")

Asphaltic Concrete	(1963)	CBE = 1.9"
Aggregate Base	(1963)	CBE = 0.9"
Asphaltic Concrete	(1954-55)	CBE = 1.3"
Aggregate Base	(1954-55)	CBE = 0.8"
Portland Cement Concrete	(1933-40)	CBE = 1.8"

The actual Crushed Base Equivalent for the surfacing constructed may now be computed as follows:

REVISED CRUSHED BASE EQUIVALENT

SB Sta. 951+45± - 1044+03±
NB Sta. 951+45± - 956+50±
NB Sta. 1028+00± - 1044+03±

	Actual Thickness	x	Lab Coefficient	=	1973 CBE
A.C. Overlay	2.0"	x	1.9"	=	3.80"
A.C.	3.5"	x	1.3"	=	4.55"
Level	1.5"	x	0.8"	=	1.20"
Base	19.0"	x	0.8"	=	15.20"
					24.75"
Total 1973 CBE				=	25.0"

	Actual Thickness	x	Lab Coefficient	=	1973 CBE
SB Sta. 1044+98± - 1053+76±					
NB Sta. 1068+00± - 1237+00±					
A.C. Overlay	2.0"	x	1.9"	=	3.80"
P.C.C.	9"-7"-9"	x	1.8"	=	16.20"
Base	4.5"	x	0.8"	=	3.60"
					23.60"
Total 1973 CBE				=	23.5"
SB Sta. 1053+76± - 1237+00±					
NB Sta. 956+50± - 1028+00±					
NB Sta. 1044+98± - 1068+00±					
A.C.	4.0"	x	1.9"	=	7.60"
Level	2.0"	x	0.9"	=	1.80"
Base	20.0"	x	0.9"	=	18.00"
					27.40"
Total 1973 CBE				=	27.5"

Following the current design procedure with materials meeting our present standards and with traffic updated, the depths of asphaltic concrete shown below are required to complete the twenty-year design period:

SB Sta. 951+45± - 1044+03±
NB Sta. 951+45± - 956+50±
NB Sta. 1028+00± - 1044+03±

Design R Value = 12
Traffic Coefficient = 11.2
CBE Requirement = 35.0"
Constructed CBE = 25.0"
Total under-design = 10.0"
A.C. Overlay Required = 5.0"

SB Sta. 1044+98± - 1053+76±
NB Sta. 1068+00± - 1237+00±

Design R Value = 12
Traffic Coefficient = 11.2
CBE Requirement = 35.0"
Constructed CBE = 23.5"
Total under-design = 11.5"
A.C. Overlay Required = 5.75" or 6.0"

SB Sta. 1053+76± - 1237+00±
NB Sta. 956+50± - 1028+00±
NB Sta. 1044+98± - 1068+00±

Design R Value = 12
Traffic Coefficient = 11.2
CBE Requirement = 35.0"
Constructed CBE = 27.5"
Total under-design = 7.5"
A.C. Overlay Required = 3.75" or 4.0"

The overlay thickness required by deflection measurements is shown below:

Average Deflection = 0.027
Evaluated (80%) = 0.028
1973-1982 Traffic Coefficient = 10.3
Ten Year E.W.L. (Remainder of design period) = 36,157,800
Tolerable Deflection = 0.010
Percentage Reduction Required = 64.3
Crushed Base Equivalent Required = 10.0"
Asphaltic Concrete Overlay Required = 5.0"

Deflection measurements are attached as page A-7.

A third analysis was made based on a condition survey completed in 1967. Three test holes were drilled and the subgrade and base material sampled and tested. The base ranged in depth from 21.5" to 23.5", and when compared to present-day specifications, would in general meet the requirements for a low type Aggregate Subbase. An equivalency of 0.5" was assigned this material. The asphaltic concrete wearing surface at the time of the condition survey was in poor condition with alligatored areas, cracking, rutting, and patching throughout the project. For computation purposes an average thickness was used and a 1.5" C.B.E. assigned. The following result was obtained from this method:

R Value = 12
Traffic Coefficient (1973-1982) = 10.3
CBE Requirement = 32.0"
A.C. (Average) = 6.0" x 1.5" = 9.0"
Base (Average) = 22.5" x 0.5" = 11.0"
CBE Deficiency = 12.0"
A.C. Deficiency = 6.0"

Summary of test holes and laboratory reports is attached as page A-8.

SUMMARY:

Asphaltic Concrete overlay determined by under-design:

SB	Sta. 951+45± - 1044+03±	5.0"
NB	Sta. 951+45± - 956+50±	5.0"
NB	Sta. 1028+00± - 1044+03±	5.0"
SB	Sta. 1044+98± - 1053+76±	6.0"
NB	Sta. 1068+00± - 1237+00±	6.0"
SB	Sta. 1053+76± - 1237+00±	4.0"
NB	Sta. 956+50± - 1028+00±	4.0"
NB	Sta. 1044+98± - 1068+00±	4.0"

Asphaltic Concrete overlay determined by deflection measurements:

5.0"

The overlay recommendation by deflection measurements represents only those portions of the project containing no P.C.C. The excluded sections containing P.C.C. are SB Sta. 1044+98± - 1053+76± and NB Sta. 1068+00± - 1237+00±.

Asphaltic Concrete overlay determined by 1967 condition survey:

6.0"

From the supporting data given, the overlay thickness requested is as follows:

Sta. 951+45± - 1237+00±
Both Lanes *5.0"

*Plus leveling course of one inch.

Yoncalla Jct. - Rice Hill
Pacific Highway (FAR 3)
Douglas County

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Yoncalla Jct. - Rice Hill
Pacific Highway (FAR 3)
Douglas County

M.P.	O.W.T.	I.W.T.
*SB 168.7		
Sta. 966+50±	0.034	
	0.028	
	0.028	
	0.026	
	0.026	
		0.032
		0.026
		0.026
		0.022
		0.024

*Deflection measurements were taken in March, 1967.

8187

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 14, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Elkhead Road-Rice Hill Section
Pacific Highway I-5
Douglas County, Oregon

This negative declaration verifies that the environmental impacts of the proposed overlay and safety project have been evaluated, that the project does not constitute a major action, and that it will not significantly adversely affect the social or natural environment.

DESCRIPTION AND PURPOSE OF PROPOSAL The subject project will upgrade a section of Pacific Highway I-5 near Pleasant Valley in north-central Douglas County. The northerly terminus of the project lies at the Elkhead county road interchange, approximately 13.4 miles south of the Douglas-Lane county line. The southerly terminus is approximately 4000 feet south of the Rice Hill Interchange. The total length of this project is 7.1 miles.

The purpose of this project is to improve the safety features of the highway within the project area by reconstructing guard rails and median barriers to comply with present standards; by flattening rock slopes outside of the shoulder areas to 6:1 for a minimum of twelve feet; and by removing or shielding solid objects that are within thirty feet of the edge of the traveled way. Unpaved median sections are to receive the same shoulder treatment as the outside shoulders. Except where there are berms, the 6:1 slopes will be extended to a point of intersection. Where there are berms in the median, the 6:1 slopes are to extend to meet the berm slopes.

The existing paved surface of the travel lanes, shoulders, and median will be strengthened by resurfacing with an asphalt-concrete overlay.

EXISTING ENVIRONMENTAL SETTING

The project section of Pacific Highway I-5 was constructed in 1964 and 1965 as a bypass of the older Pacific Highway 99, which continues to serve the communities of Drain and Yoncalla. This highway section extends to the southwest from the Elkhead Road Interchange. The Elkhead Road Interchange lies at the westerly end of Scotts Valley and provides access to the freeway for the farming areas along the valley floor and to the timber lands surrounding the valley. Extending to the southwest, the freeway crosses a low pass in the hills that separate Scotts Valley from Pleasant Valley.

Pleasant Valley is essentially a rural lowland, a rather long, narrow valley almost completely surrounded by rolling hills. The valley floor is dotted by a number of smaller farming operations, producing primarily hay and grain, that are adaptable to the seasonal rainfall of the area. Irrigation in the valley is limited to water supplied from wells or stored in small reservoirs that have been constructed in the valley drainage ways. The valley floor and surrounding hills form part of the watershed of the Yoncalla Creek headwaters, which are tributary to the Umpqua River. Within the valley the drainage is intermittent, flowing only when there is sufficient rainfall to create surface water runoff--hence the numerous small reservoirs to conserve the water supply within the valley.

The hills surrounding the valley sustain a sparse cover of deciduous and conifer trees and a dense cover of native grasses; these hills are used by the various property owners as stock pastures.

Pacific Highway I-5 traverses the valley floor, providing access to the valley through the Yoncalla and Rice Hill interchanges. The Southern Pacific Transportation Company railroad also passes through the valley, following the main stem of Yoncalla Creek, and climbs from the valley through the Rice Hills.

The community of Rice Hill is the only commercial center in the valley and is oriented primarily to supplying goods and services to the traveling public. In the community are motels, service stations, and restaurants, but no schools, churches, or other nonprofit organizations. Other commercial resources in the valley are a motel at the Yoncalla interchange and a rock quarry on the edge of the valley floor southeast of the Yoncalla interchange.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The original roadbed was constructed with 4:1 rock slopes outside of the shoulders. These will be flattened to 6:1 and widened to provide a safer recovery area for vehicles running off the road. Existing vegetation on the roadway cut and fill slopes will be removed the full length of the project. It is anticipated that material excavated from the cut slopes will be sufficient to serve as the required embankment along the fills. Consequently, no borrow or waste disposal sites will be required. Because all construction work can be accomplished within the existing right-of-way, no additional right-of-way will be required.

Construction work will disrupt traffic flow, since there will be men and equipment in the roadway, and one or more travel lanes may be closed periodically. Reduced traffic speeds will be posted and enforced during construction. The adverse impacts of construction will be temporary and will be confined to the construction zone. Enforcement of section 107 (Legal Relations and Responsibility to the Public) of the Standard Specifications that are a part of all contracts will insure that all possible precautions will be taken to safeguard the public and minimize their inconvenience during construction. This section of the Standard Specifications also requires a contractor to observe all the rules and regulations of state and local governing bodies to prevent pollution and to maintain water and air quality.

Pipes and drainage structures under the freeway will have to be extended to accommodate the proposed widening of sections of the roadbed. As the streams and drainage systems in the area are intermittent, flowing only in the rainy season, this work can be accomplished in the summer months with little or no danger of siltation or increased turbidity in any flowing stream. In the event that areas of unconsolidated soils may have to be left exposed in inclement weather, temporary erosion control methods[1] will minimize the adverse impacts of erosion until seeding and mulching of exposed soils can be completed for long-term erosion control and landscaping.

A material source for the production of shoulder rock and surfacing aggregates will be required. Although choice of that material source is left to the contractor, two potential sources are discussed here. A quarry approximately six miles east of the northerly end of the project is considered by the Oregon State Highway Division to be the most feasible source. This quarry is accessible to the project by way of Scotts Valley Road, which connects to the Elkhead Road interchange. The quarry is on Bureau of Land Management property, and a permit will be required from the B.L.M. to quarry rock and to build a

[1] Such methods include application of a fibrous ground cover and baled straw filters at points of surface water runoff.

haul road. A surface mining permit must also be obtained from the Oregon State Department of Geology and Mineral Industries. This permit obliges a contractor to observe the rules and regulations of ORS 517.750 through 517.900, since the application for such a permit must contain an acceptable plan for rehabilitation of the mined area. A privately owned quarry near the Yoncalla Interchange is considered impractical for development as a material source, as it has excessive overburden and areas of rock that will not meet state standards.

Under the provisions of Bureau of Public Roads Instructional Memorandum 50-1-70, Paragraph 2(a), and according to the subsequent working agreement (May 1, 1970) between the State Clearinghouse and the Oregon State Highway Division, certain kinds of projects may be exempted from State Clearinghouse review. A draft of this working agreement lists as exemptions those projects which are felt to have no major significance. Specifically listed under exemptions are traffic safety projects, such as guardrail installation and/or adjustment (item 3), and pavement overlays (item 5). Because this project falls within these categories, a Notice of Intent will not be submitted to the State Clearinghouse for the A-95 review process.

Because implementation of this proposal will not significantly change any traffic patterns, traffic volumes, or average vehicle speeds, it is not anticipated that there will be any significant change in the ambient air quality. Consequently, comments on air quality will not be solicited from the Department of Environmental Quality. And in accordance with Policy and Procedure Memorandum 90-2, paragraph 4(a), the proposed project is exempt from Federal Highway Administration noise standards on the grounds that traffic patterns and volumes and vehicle speeds will remain unchanged.

BASIS FOR NEGATIVE DECLARATION

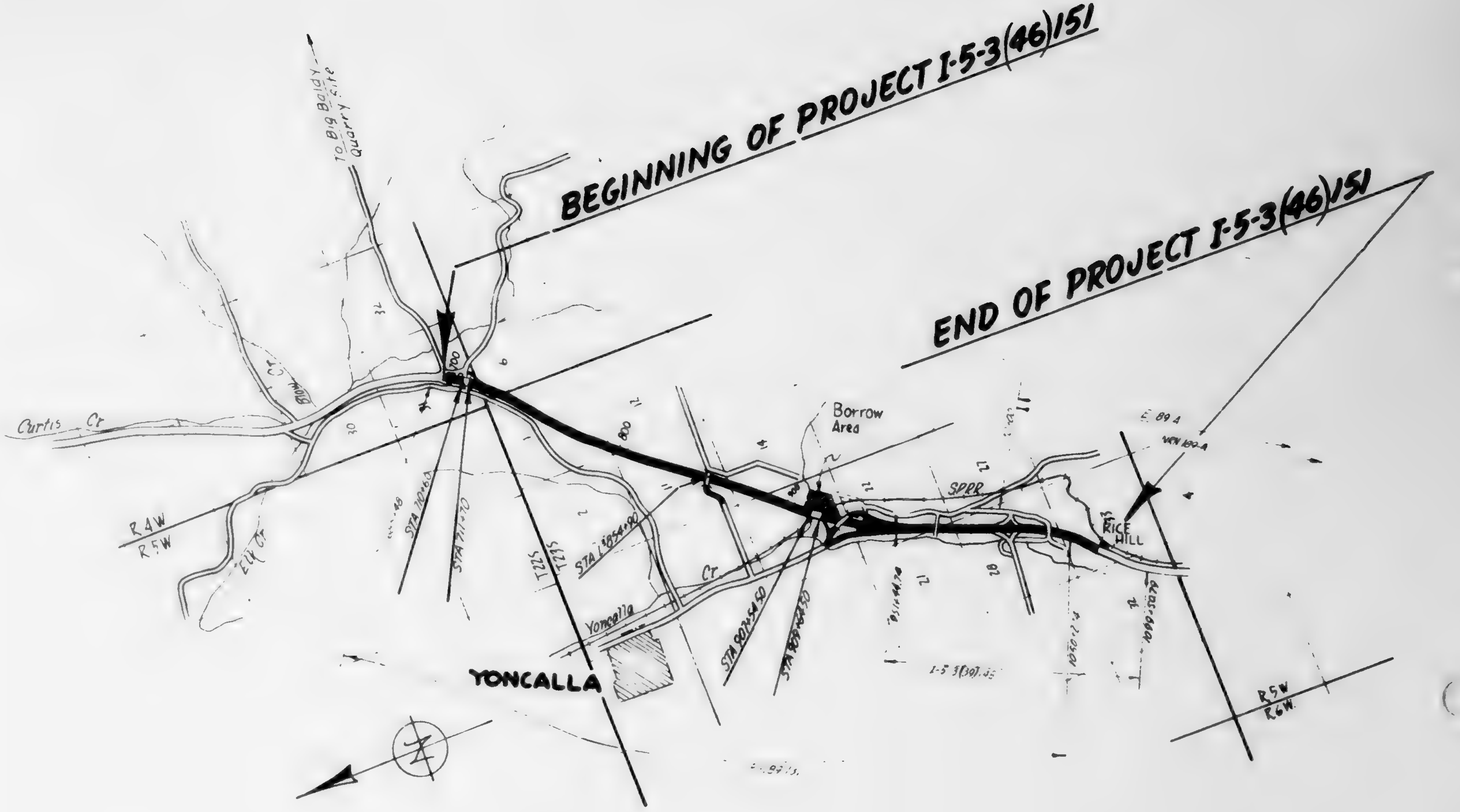
It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Precedure Memorandum 90-1, Appendix F, paragraph 4, in that no right-of-way will be required and there will be no change in traffic patterns or volumes; nor is the proposal expected to affect existing or planned land use or significantly adversely affect the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ____________________ Date MAR 27 1974
Division Engineer

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
Hal Versteeg
Robert E. Royer
Victor D. Wolfe
L. W. Rulien
Alfred Shirley


BEGINNING OF PROJECT I-5-3(46)151
END OF PROJECT I-5-3(46)151
To Big Baldy Quarry Site
Curtis Cr
Blow Cr
Elk Cr
R4W
R5W
R6W
STA 710+60
STA 711+70
T22S
T23S
STA L 1854+90
Yoncalla
Cr
YONCALLA
STA 907+54.50
STA 908+88.50
Borrow Area
SPRR
RICE HILL
E 89 A
I-5-3(39)
N

Sketch Map

8190 Glendale Jct-N Wolf Cr Int 1975
Sec of Pac Hwy S of Roseburg
(Paving, guardrail, & signing)

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

GOVERNOR
Victor Atiyeh

RECEIVED
STATE HWY ENGR
APR 24 '79
REFER TO
FOR
Info | Inves | R/D | D/A | Sign | Act | File ☒

April 16, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: G. L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Computation of A.C. Price Adjustments
Ref. No. HFO-OR/520.3

Following is current status of seven projects referred to by your letter of March 30, 1979. You indicated final acceptance of these projects was being withheld for reasons related to the assessment of penalties for asphalt concrete incorporated in these projects:

FAP No. — Section — Contract No.

I-80N-7(44)306 — S. Baker Int.-Pleasant Valley Int. — 8058

The reduction in price for the non-spec. Class "E" mixture was covered by P.A. #13 and a copy sent to your office December 12, 1975. This was in accordance with our policy agreement at that time.

The reduction in price for the Class "C" mix was not based on the usual price assessment procedures, but on the estimated reduction in life of the mix. This became one of the items for which the contractor submitted a claim. The contractor's claim was finally denied in March, 1978, P.A. #15 processed and a copy sent to your office on May 12, 1978. The Materials Engineer's certification was received on October 6, 1978 and our request for project acceptance was sent to your office October 6, 1978.

It was believed that with the processing of P.A. #15 this project would meet with your acceptance. It was not our understanding a recomputed amount for P.A. #13 would be required. This has been done, however, and a copy sent to your office on April 4, 1979.

I-5-3(101)126 — Winchester Int.-Garden Valley Blvd. — 8251

The recomputed amounts for non-spec. A.C. mixtures was sent to your office on April 5, 1979. Acceptance was requested October 6, 1978.

I-5-2(81)77 — Glendale Junction-N. Wolf Creek Int. — 8190

The reduction in price on this project was computed in accordance with our

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APR 19 1979
DIVISION

Form 81-734-3122 (Rev. 7-77)

March 1978 agreement. Therefore, there was not any difference in the recomputed amounts for the Class "B" or "C" mixture. The Class "E" A.C. was in substantial compliance with the specifications. An explanation was submitted to your office April 6, 1979. Acceptance had been requested August 27, 1978.

I-5-3(100)155 Anlauf Int.-Elkhead Road Int. 8184

The recomputed amounts was sent to your office April 9, 1979. Acceptance had been requested May 5, 1978.

I-5-2(80)100 Myrtle Creek-Canyonville 8146

Contract acceptance was first requested on March 2, 1977. At that time, your office notified us acceptance could not be made until all matters contained in the Final Inspection Report of February 16, 1977 were settled. Tom Lowe, Area Engineer, in that report recommended "that Federal participation be limited to an appropriate price reduction applied to the entire first days production. I concur in the price reduction already assessed for non-specification material subsequent to the first day of operation."

Other items, including guardrail and structure corrections and a suit by the Division of State Lands against the contractor and Norman B. Hess, a private landowner, were included in this report.

The second request for contract acceptance was made November 7, 1977. Acceptance effective November 11, 1977 was subject to crediting the project "for each day of production (including first day) when the majority of the material is non-specification."

November 16, 1977 a $909.01 reduction in price was recomputed in accordance with the stipulations contained in the Area Engineer's final report and request for contract acceptance. A copy of this reduction was not sent to your office, however, until May 5, 1978 upon Vince Tabor's request.

Project acceptance was requested April 26, 1978 following receipt of certification of materials from John Jenkins.

This was one of the three projects referred to in your letter of January 23, 1978 which started the series of meetings leading to our March 1978 letter of agreement.

We are willing to recompute the reduction in price in accordance with that agreement if you wish. This would substantially reduce the nonparticipating credit to the project.

JOP-95(3) Elk River-Port Orford 8325

Project acceptance was requested September 26, 1978. The recomputed reduction in price was made October 5, 1978 and a copy sent to your office. This adjustment is referred to in Tom Lowe's Final Acceptance Report dated October 4, 1978 along with his recommendation for acceptance.

F-10(1) Gold Fish Farm-Lebanon 8441

The recomputed amount was sent to your office April 9, 1979. Project acceptance was requested September 27, 1978.

Efforts are being made to have the price adjustments recomputed and your office notified on a more timely basis.

In the March 1978 agreement, we did agree to recompute the price adjustments on all projects awarded prior to December 1, 1977. We do not believe the intent was to go back an infinite period of time and recompute adjustments on projects where acceptance has been delayed because of contractors' claims or other reasons not related to the A.C. mixtures. Particularly where the Area Engineer had recommended approval of the reduction based on the usual price assessment procedures in accordance with the agreed policy at that time. Consideration should be given to establishing a cut-off date before which the recomputed adjustments would not be required.

CTK:MDG:fr

cc: H. S. Coulter
Bob Church
John Jenkins

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE COPY

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 4-10-79	REPORT MADE BY Vincent J. Tabor, Asst. Area Engineer		PROJECT NO. I-5-2(81)77
COMPLETION DATE 8-3-76	ACCEPTANCE DATE BY CONTRACT AGENCY 6-9-77	TIME ELAPSED 327/350 = 93.4 %	CONTRACT TIME 350 work days
APPROVED EXTENSIONS None	LOCATION Interstate 5 - Wolf Creek Int., North 4.65 miles (Glendale Jct.-N. Wolf Creek Int. Section)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GLENDALE JCT.-N. WOLF CREEK INT.
PACIFIC HIGHWAY
Paving, Guardrail & Signing

The project provided for the reconstruction of I-5 to present safety standards with four 12' lanes, 10' and 6' shoulders, a minimum 16' median, and necessary roadway appurtenances.

All questions raised at the final inspection have been satisfactorily handled--feathering of the "E" mix edge was accomplished by extra work order, and "C" mix piece adjustments will be computed as per our March 9, 1978 letter of agreement with ODOT.

Original overall project costs were estimated at $1,595,794, and the final costs show an underrun of 9.0 percent to $1,442,438.

All documentation has been received and the project is ready for formal acceptance.

RECEIVED
STATE HWY ENGR
APR 12 '79
REFER TO
[illegible]
FOR
Info | Invs | R/ | D/ | Sign | Ac | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 4/11/79	TITLE Field Operations Engineer	DATE 4/11/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8190)

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 80-11

ALL	*To be completed by Washington Headquarters Personnel*	16 18	19 22	2 4 / 23 24	5 8 / 25 27	9 12 / 28 30	13 15 / 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Douglas
FEDERAL PROJECT NO: I-5-2(81)77
URBAN ☐
RURAL ☒

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST	DOL.	1,354,063	
21	LENGTH OF PROJECT	MILES	4.744	

DATE STARTED: June 23, 1975
DATE COMPLETED: August 3, 1976
TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS - Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 19,489	GROSS EARNINGS 234,146

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	577,312
	9	PETROLEUM PRODUCTS	GAL.	170,130
	1	CEMENT	BBL.	2,447
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	2
	3	BITUMINOUS MATERIAL	GAL.	750,000
	4	LUMBER		2
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	1,380
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE	CU. YD.	69
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	
	15 95	AGGREGATES PRODUCED	TON CU. YD.	59,000
CARD F	16	MISCELLANEOUS STEEL	LB.	3,500
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	47,268
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	25,036
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G	48 52	53 61	62 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
		8	500
		15	252
		18	48
		24	8
		36	10
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract [illegible] data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities and costs of State-furnished materials should be added to Item 2[illegible] "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

All figures should be [illegible] department and Federal Highway [illegible] neers. The total [illegible] earnings should bear [illegible] Also [illegible] reasonable with respect [illegible] respect [illegible] [illegible]

Generally [illegible] substantially less than [illegible] construction cost, as [illegible] includes costs of equipment [illegible] overhead, [illegible] not required to be reported. [illegible] a few percent more than the total [illegible] the indication is that [illegible] that there [illegible] the figures reported [illegible] sheet of paper marked [illegible] actually [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from [illegible] producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. [illegible] bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the [illegible] plywood and pressed wood, but excluding timber [illegible] guardrail and signs, and lumber purchased for [illegible] previously reported. The quantity of [illegible] should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - [illegible] regardless of size.

Item 6 - [illegible] regardless of class, type, gauge or coating, [illegible] corrugated steel pipe, structural plate pipe, [illegible]

Item 7 - [illegible] pounds of reinforcement for both [illegible] quantities of reinforcing [illegible] concrete pipe [illegible]

Item 8 - [illegible]

Item 9 - [illegible] diesel oil [illegible]

Item 10 - [illegible]

Item 11 - [illegible]

Item 12 - [illegible]

Item 13 - [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, [illegible]

Item 16 - [illegible]

Items 17, 18 and 19 - [illegible]

Item 22 - [illegible] of all construction [illegible] in the project [illegible] and the cost of [illegible] equipment [illegible] included in [illegible] repair [illegible] The amount included [illegible] paid by the [illegible] should not include the costs of excavation [illegible]

Item 23 - [illegible] traffic [illegible]

Item 24 - Report final [illegible] highway and bridge lighting [illegible] standards, wiring, switches, luminaires, [illegible] not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber us[illegible] in connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total q[illegible]ities.

FORM PR-47 (REV. 9-74)

GPO 881-120

8190

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8190

Salem, Oregon

April 6, 1979

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Glendale Jct.-N. Wolf Creek Int.
FAP No. I-5-2(81)77
Contract No. 8190
Recomputed Reduction in Price
For Non-Spec. A.C. Mixture

The price adjustment for non-spec. Class "B" or "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amount P.A. #8	Recomputed Amount
#11 - Class "B" or "C" A.C. Mix	$6,074.72	$6,086.11
#12 - Class "E" A.C. Mix -	Less than 15% Non-spec.	

The amount on P.A. #8 was determined in accordance with our March 1978 agreement. The $11.39 difference shown in the recomputed amount is due to the two methods of computation, individual test as opposed to daily totals, not because material represented by all failing tests was not considered. Therefore, there is no additional amount to be credited the project on a nonparticipating basis.

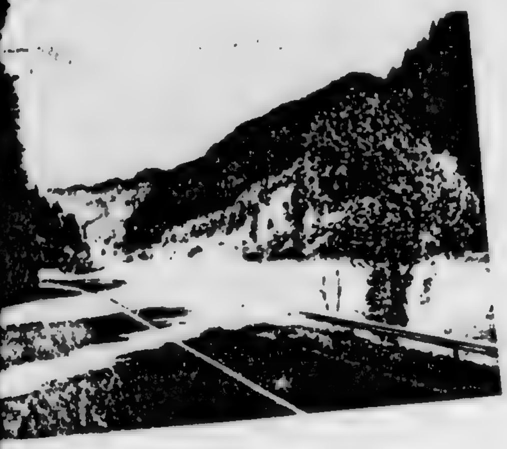
MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley, Jr.
Ron Busey
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 9'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

McMINNVILLE, OREGON 97128

P. O. BOX 86

January 16, 1979

Ron Busey, Resident Engineer
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Recapitulation
Contract #8060, #8146, #8190, #8199

Dear Sir:

Congratulations!! It appears that the figures forwarded under your letter of January 8, 1979 are reasonably correct. We are willing to accept the 6.685 additional tons of payment for these four referenced projects.

Unless you hear to the contrary, we will assume your tack figures are correct. It seems that there is a possibility that we have a dispute with the oil company as to the return of a load. We will advise you if we feel there should be an additional adjustment.

We still feel that the Highway Division spent 2½ years in finaling these figures. After you sent us the complete set of plant reports for these projects (the contractor did not receive copies), it took approximately one hour to confirm your calculations. We sympathize with you for having to be the engineer remaining to compute this matter when it could have been so easily handled during the progress of the work. As we indicated to you, Mr. Gix, Mr. Keasey, and others attending the recent Salem meeting, the administration of construction contracts by the Highway Division during the past three years has been at a low ebb.

Hopefully, this 1975 project can now be finalized.

Sincerely,

J. C. COMPTON COMPANY

By: Emerson B. Page

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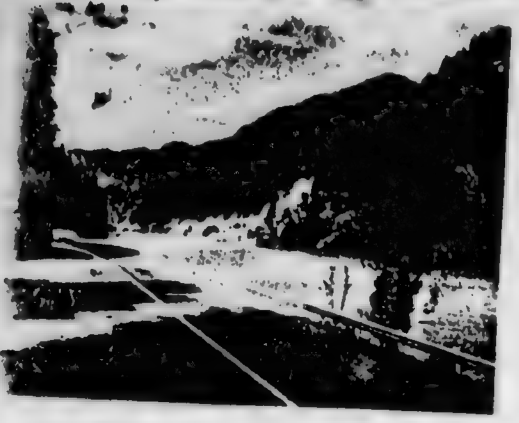
JAN 17 '79
REFER TO

EBP:ca

cc: H. S. Coulter
Carroll Keasey



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

November 28, 1978

RECEIVED
STATE HWY ENGR
[illegible] '78
REFER TO
FOR
Info Inves R.D Draft Sign Act File

Ronald V. Busey, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Payment
Contracts #8146, #8060, #8190 & #8199

Dear Sir:

The following is in response to your calculations of September 11, 1978:

AR Asphalt	State Figures	Our Figures
Used	26,013.035 tons	26,013.035
Rejected	190.67	-0-
Tons Payable	25,822.365	26,013.035
Total Paid	25,796.530	25,796.530
Net Due	25,835	216.505
Tack		
Net Due	(2.79)	23,734

The 190.67 tons of AR and the difference in tack quantities is the dispute area.

In order that these areas be settled, we ask that you furnish the following information:

1. Documentation supporting the 190.67 tons of reject. Your recent figures do not address themselves as to how this figure was calculated and how the figures used in the calculations were generated.

Ronald V. Busey, Resident Engineer
November 28, 1978
Page 2

2. You refer to "tack returned to stock" and "ending inventory". We would like any invoices and other documents or reports you may have to support this. We have none.

In the event that you cannot support these calculations we would maintain our demands as requested. These projects were started in 1974 so your prompt attention is requested.

Sincerely,

J. C. COMPTON COMPANY

By: ______________________
Emerson B. Page

EBP:ca

RECEIVED
[illegible]
NOV 30 '78
REFER TO
FOR

June 15, 1977

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

Gentlemen:

On June 13, 1977, we wrote to you concerning release of final payment on Contract No. 8190 awarded to Peter Kiewit Sons' Co. for work on the Glendale Junction-N. Wolf Creek Interchange Section of the Pacific Highway in Douglas and Josephine Counties.

Final payment on this contract is $765.08 and the total contract amount is $1,350,979.58 including $32,158.93 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc
Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

2170

Versteeg
Olson
1 Christensen
Jacoff
gh copy Stevenson
Lavage

RECEIVED 1-5
MAR 1 1 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

GLENDALE JCT - N. WOLF CR. INTCHGE
Pacific Highway
Douglas & Josephine Counties
Contract 8190
NARRATIVE REPORT

Ron Busey, Resident Engineer

SCOPE OF PROJECT:

The project consisted of 4.76 miles of paving, guard rail, drainage and signing. There was some shoulder aggregate and a very small amount of grading.

CONTRACT:

The prime contractor was Peter Kiewit & Sons, Inc. They made use of the following subcontractors:

REFERRED
1 Beard WKB 5 Dunn
2 Col. WEC Sample
3 Eriksen ETE 4 Watson RW
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Grading & Drainage	Kelly F. White Co.
Guardrail & Signing	Robert & James Crick Co.
Temporary Prot. & Dir. Tfc. & Temporary Signing	Foress Co.
Concrete Median Barrier	Stillwell-Gerard Construction Co.
Epoxy Paving Dams	Hamilton Construction Co.

The paving was done by J. C. Compton's men and equipment on Kiewit's payroll.

GENERAL NARRATIVE

The contract was awarded on May 15, 1975. A preconstruction conference was held in Roseburg on June 12, 1975. An attempt was made to assign the contract to J. C. Compton but was unsuccessful.

A schedule was submitted which called for completion of the contract this construction season. Kiewit intends to rent Compton's equipment and hire his men to do the paving.

The first material arrived on the project on June 20 and the first work was commenced with the installation of guardrail posts on June 23, 1975. They worked one shift for a couple of days and then began a second shift on June 25.

Kelly White's crews began work on the drainage and grading on July 8, 1975. They worked on pipe extensions and G2MA inlets. The guardrail and drainage work continued through July and into August. The guardrail contractor left the project on July 25 and did not return untill August 21. They had committments to other projects. The drainage contractor finished most of his work by the end of August. They have some other incidental work that will wait until after the paving is completed.

J. C. Compton's men,working on Kiewit's payroll, began paving on the project on September 9 with the "C" mixture base. Due to the late time of the year we obtained a price agreement to pave on Friday Afternoons and Saturdays, which is prohibited by the terms of the contract.

The guardrail contractor is working two shifts trying to finish ahead of the paving. The guardrail crew worked until the 26th and then pulled off the project for about 3 weeks.

The paving contractor began paving with "E" mix on September 25, 1975. All paving was completed on October 15, 1975.

The contractor began hauling the shoulder material on October 9. Most of the shoulder work was done by October 16.

On October 23 the drainage contractor returned to complete the drainage installations. This consisted mostly of adjusting the G-1 inlets to fit the new pavement.

The drainage curb crew began installation of the curbs on November 3, 1975 and completed this work on November 6.

Kelly White finished all clean-up that can be done this year and adjusted the debris risers during November. On November 15 the seeding and mulching crew came through and seeded all that was ready.

On December 3, 1975 Stillwell and Gerard began removing the old median barrier at the South end of the project in preparation for installing the new concrete median barrier.

Kelly White returned to install a down pipe in a badly erroded area on a extra work basis. The guardrail contractor returned to do some final guardrail work and replace some permanent signs that had been removed. They installed most of the signs that are on wood supports at this time. The guardrail contractor worked on hanging rail and placing blocks through January 1976 and finished in the early part of Feburary. They also completed the installation of the permanent signing during this period.

All work on guardrail, signing and concrete median barrier was completed during February.

The maintenance foreman complained that the paving on the Glendale structure was chipping out and would like paving dams built.

I received permission from the region to get some estimates on the cost for a price agreement. The contractor's price was felt to be too high so it was decided to do it on a extra work basis. Kiewit subcontracted Hamilton Construction to do the work.

Work begain on May 3, 1976 and was completed on May 19, 1976. They did a very good job but it cost about as much as their original bid to do it by price agreement.

The grading contractor returned to do his final clean-up in May and early June of 1976. All work was completed on June 24, 1976.

On July 8, 1976 a final inspection was held by J. X. Wilson and FHWA area engineer . They had a few minor items to be done and they wanted the edges of the "E" mix feathered on a extra work basis. This feathering was done on August 3, 1976 thus completing the contract work on the project.

SPECIFIC PROBLEMS AND RECOMMENDATIONS

Temporary Protection and Direction of Traffic and Construction Signing.

There were no major problems in this area except the signing quantity over-ran substantially. This was due to the simlutaneous operations of paving, guardrail, drainage which required more signs then called for under the contract. This probably should be considered in future projects of this nature.

The flagmen hours underran substantally however. This was due to the method of operation which required very little flagging. The paving operation only lasted a short time and so used very few hours. The guardrail contractor used lane closures and thus only occasionally required flagmen.

Class "C" Asphalt Concrete.

The material used for this product was crushed for another project and was located at the Cow Creek site. Permission was given to use it on this project and the contractor would produce the material for the other project from another source. This material was not generally too close to the specifications but the lab came up with a mix design which they felt would be satisfactory.

During the paving operation however, it was discovered we could not produce a product that was substantially within our specifications. There was too much passing 200 in the piles. The contractor was using a drum dryer type A.C. plant and thus had no screening capabilities. Each time we adjusted the feed to reduce the pass 200 the larger sizes would go out of specifications. After consulting the lab they felt the mix would be acceptable if we kept the pass 200 within specifications and allowed the other sizes to be out. This would mean a substantial penalty however. The contractor agreed to this. The penalty on this contract amounted to about 6,000 dollars.

There were no serious problems in the placement of the mixture. Due to the generally good condition of the typical section very little leveling was required. We incorporated most of the mixture into the base course.

Class "E" Aphalt Concrete.

The aggregates for this material was produced at the Kummer bar location near Myrtle Creek and hauled to the plant at Cow creek. The material produced at Cow creek would not meet specifications and was used in the "C" mix to try to get a passing mixture.

There was no particular problem in producing a acceptable "E" mixture. It was within acceptable limits and no penalty was required. The mixture was placedwithout any particular problems.

The plans however, showed the mixture placed only out to the edge of the shoulder without paving out the E distance in the guardrail areas. We built it this way before we realized the consequences. This left a bad situation which required a extra work order later in the project to correct.

Some of the "E" mixture was damaged by tire chains in one area during the first winter it was in place. An investigation was made but no definite conclusions were reached as to the cause.

This material was placed late in the season and we had to get special permission to pave at temperatures below the 60° minimum allowed in the specifications. However we did not pave at any temperatures below about 55°.

Guardrail.

There was about 44,000 feet of guardrail of all types to be reconstructed on this project. The contractor worked two shifts to try to keep ahead of the paving operation. The contract allowed them to use salvaged rail and posts if they could meet new specifications. All rail members had to be stripped of the old paint however. The contractor stripped the rail while it was in place and this method seemed to work very well. They sprayed the members with paint remover and then washed it with a high pressure water jet from a water truck.

The contractor complained that he should receive extra compensation for some of the existing rail that had been cut by a torch in the original installation. We wouldn't allow him to re-use these pieces. I pointed out that this was not a salvage project. He must provide new material if the existing material does not meet specifications. There were around 40 rail sections that had been cut and would not be useable. Because of the 1/2 mile of metal median barrier that was replaced with concrete the contractor did not have to use any new rail.

We established grades for the new rail by profiling the edge of the pavement and establishing a grade parallel but without all the undulations of the existing pavement.

Concrete Median Barrier.

We profiled the pavement where the concrete barrier was to be installed and provided a offset for line and grade for the contractor to work to. The barriers were placed on blocks to line and grade and then lifted while a grout bed was place and then the barriers were set in the grout. We achieved a very good looking installation by this method on a median grade that was very rough because they had to pave around the existing metal median barrier.

Signing.

The breakaway posts on this project were rejected at the galvanizers because the pipe weld to the base plates did not have a backing ring. The manufacturer claimed the detail on drawing number 28255 is not clear on this matter. After studying the drawing I agreed and wrote price agreement number 7 to pay for the extra work. I suggest this detail be clarfied for future contracts.

Paving Dams and Expansion Joints.

As mentioned before the maintenance department requested we install new paving dams on the Glendale structure due to the breaking of the new asphalt at the joints.

As we could not come to agreement on a price the work was done on a extra work basis. At the request of the bridge department I made a series of slides and photos on the progress and methods used and submitted them along with a report to the construction engineer. There is also a series of photo accompanying this semi-final estimate.

PRU

STATEMENT OF OVERRUNS AND UNDERRUNS

Glendale Jct. - North Wolf Cr. Interchange
Pacific Highway
Douglas and Josephine Counties
Contract 8190 Prefix 610-1054

ITEM	CONTRACT	FINAL	PERCENT + or -
Contract Bid Items	$1,399,384.00	$ 1,318,814.69	- 5.8
Anticipated Items	19,100.00		
Contingincies	63,831.78		
Price Agreements		(Credit) - 2,535.45	
Extra Work Orders (Unanticipated)		32,158.93	
State Force Orders (Unanticipated)			
Engineering	113,478.72	94,000.00	-17.2
TOTAL CONTRACT COSTS	$1,595,794.50	$ 1,442,438.17	- 9.6

STATEMENT OF OVERRUNS AND UNDERRUNS

Glendale Jct. - North Wolf Cr. Interchange

NUMBER	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1	Furnishing Field Laboratory Within contract limits	Each	1	1	0.0
2	Mobilization Within contract limits	Lump Sum	100%	100%	0.0
3	Temp. Prot. & Dir. of Traf. Within contract limits	Lump Sum	100%	100%	0.0
4	Temporary Signs The additional signing was required because of simultaneous operations that required more signs than anticipated. The paving, earthwork, guardrail and culvert construction were in progress at the same time. Many of these operations required extensive signing. I think this should be considered more carefully when estimating future contracts.	Sq. Ft.	1,400	2,472	+76.5
5	Flagmen The paving and other operations were set up in such a manner that very little flagging was required.	Hour	1,000	396	-60.4
6	Removal of Structures & Obstructions Within contract limits	Lump Sum	100%	100%	0.0
7	General Excavation The median section between 558 and 590 required about 300 ± cubic yards. Only 32 cubic yards was provided for on the plans. Also between stations 493 to about 502 on the left, the large ditch area was filled and paved. This was not on the plans and was a added item. These two mentioned items account for a majority of the overrun. The remainder was used in the miscellaneous dams and a few random fill areas throughout the project.	Cu. Yd.	1,015	1,380.7	+36.0
8	Trench Excavation Several of the culvert installations required much less excavation than called for on the construction plans.	Cu. Yd.	185	115.44	-38.0
9	Watering Aggregates were placed in wet weather and very little water was required.	M-Gal	240	50.5	-79.0
10	Aggregate Shoulder Material Within contract limits	Tons	13,000	12,070.53	- 7.1
11	Class "B" or "C" A.C. Mixture About 13,000 tons was alloted for leveling. This amount was not required.	Tons	41,000	37,788.62	- 7.8

STATEMENT OF OVERRUNS AND UNDERRUNS

Glendale Jct. - North Wolf Cr. Interchange

NUMBER	I T E M	U N I T	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
12	Class "E" A.C. Mixture Within contract limits	Tons	13,000	13,046.88	+ 0.3
13	Asphalt Cement in Mixture The underrun is due in part to the underrun in A.C. mixture and in part due to the mix design calling for asphalt percentages below the contract estimates.	Tons	3,580	3,030.50	-15.3
14	Portland Cement in Class "E" Mix The specifications gave a one-half to one-and one-half percent range for the additive. The contract amount is based on one percent. The actual amount is eight-tens percent. This is within specified limits.	Tons	130	104.109	-19.9
15	Asphalt in Tack Coat Very little tack was used prior to placing the "E" mixture. This was due to high asphalt content in "E" mixture.	Tons	55	25.346	-54.0
16	Concrete in Box Culvert Within contract limits	Cu. Yd.	5.00	5.33	+ 7.0
17	Reinforcement in Box Culvert Within contract limits	Lbs.	520	532.7	+ 2.4
18	8 inch Culvert Pipe Several of the installations required extra length to function properly.	Lin.Ft.	450	500	+11.0
19	15 inch Culvert Pipe Within contract limits	Lin.Ft.	165	162	- 2.0
20	18 inch Culvert Pipe Used only amount required to function properly.	Lin.Ft.	55	48	-13.0
21	24 inch Culvert Pipe Used only amount required.	Lin.Ft.	6	8	+33.0
22	36 inch Culvert Pipe Within contract limits	Lin.Ft.	10	10	0.0
23	Conc. Inlets, Type G-1 Within contract limits.	Each	12	12	0.0
24	Guardrail, Type 2A Within contract limits.	Lin.Ft.	36,970	37,187	+ 0.6

STATEMENT OF OVERRUNS AND UNDERRUNS

Glendale Jct. — North Wolf Cr. Interchange

NUMBER	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or −
25	Guardrail, Type 2A With six inch Channel rail Within contract limits.	Lin. Ft.	6,650	6,635	- 0.3
26	Guardrail, Type 3 One installation already met standards so no work required.	Lin. Ft.	100	75	-25.0
27	Metal Median Barrier Within contract limits.	Lin. Ft.	700	737.5	+ 5.3
28	Guardrail Anchors, Type 1 Within contract limits.	Each	6	6	0.0
29	Guardrail Anchors, Type 2 Within contract limits.	Each	23	24	+ 4.3
30	Guardrail End Pieces, Type A Within contract limits.	Each	13	14	+ 7.6
31	Guardrail End Pieces, Type C Within contract limits.	Each	6	6	0.0
32	Extra For Guardrail Bridge Conn. Within contract limits.	Each	2	2	0.0
33	Extra For 9 foot Posts Used only what was required.	Each	90	70	-22.3
34	Fence, Type 2 Not needed.	Lin. Ft.	350	0	-100.0
35	Asphalt Paved Rock Surfacing Slopes Within contract limits.	Each	4	4	0.0
36	Asphalt Curb Outlets Within contract limits.	Each	4	4	0.0
37	Concrete Barrier Within contract limits.	Lin. Ft.	2,850	2,634	- 7.6
38	Paved Culvert End Slopes Within contract limits	Sq. Ft.	370	371	+ 0.2
39	Drainage Curbs Within contract limits	Lin. Ft.	13,770	15,045	+ 9.2
40	Loose Rip Rap Class 100 Within Contract limits.	Cu. Yd.	155	147.5	- 4.8

STATEMENT OF OVERRUNS AND UNDERRUNS

Glendale Jct. - North Wolf Cr. Interchange

NUMBER	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
41	Guide Posts This number was required to do the project in accordance with our standard drawings.	Each	220	310	+41.0
42	Adjusting Inlets Two inlets did not require adjustment.	Each	19	17	-10.6
43	Reconstruct Concrete Inlets Within contract limits.	Each	10	10	0.0
44	Install Type G-2 Grates Within contract limits.	Each	6	6	0.0
45	Raise Debris Risers Within contract limits.	Each	2	2	0.0
46	Roadside Seeding & Mulching Used as needed.	Acre	2	2.25	+12.5
47	Gravel Ditch Lining Within contract limits.	Cu.Ft.	500	532.1	+ 6.4
48	Removal of Existing Sign Installations Within contract limits.	Lump Sum	100%	100%	0.0
49	Painted Wood Posts Within contract limits.	Lump Sum	100%	100%	0.0
50	Sign Support Footings Within contract limits.	Lump Sum	100%	100%	0.0
51	Break-a-way Sign Posts Within contract limits.	Lump Sum	100%	100%	0.0
52	Exit Number Sign Supports Within contract limits.	Lump Sum	100%	100%	0.0
53	Type "A" Signs in Place Within contract limits.	Sq. Ft.	119	119	0.0
54	Type "D" Signs in Place Within contract limits.	Sq. Ft.	76	76	0.0
55	Move & Modify Existing Signs Within contract limits.	Lump Sum	100%	100%	0.0

STATEMENT OF OVERRUNS AND UNDERRUNS

Glendale Jct. - North Wolf Cr. Interchange

P. A. NUMBER	PRICE AGREEMENTS	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1	Revise Section 401.43 supplemental Standard Specifications (Paving Specs.)		DOCUMENTARY ONLY		
2	Revise Section 104.05 of Special Provisions (Lane closure Spec.)		DOCUMENTARY ONLY		
3	Royalty for Aggregates from Kummer Bar Within specified limits.	Ton	12,000	12,047.47	+ 0.4
4	Revise Section 401.43 supplemental Standard (Longitudued Joints) Within specified limits.	Ton	13,000	13,046.88	+ 0.4
5	Install 15 inch C.M.P. on Slope Installed amount required to do the job.	Lin. Ft.	80	90	+12.5
5	Granular Backfill Within specified limits.	Cu. Yd.	70	63	-10.0
6	Revise Section 104.05 of Special Provisions (Lane closures on weekends)		DOCUMENTARY ONLY		
7	Add Backup Rings & Additional Steel in Post 19R (Bid item 51) Within specified limits.	Lump Sum	100%	100%	0.0
8	Penatly for Non-Spec. A.C. Mixture Agreement has not been signed by Contractor as yet.	Ton	778.81		

STATEMENT OF OVERRUNS AND [illegible]

Glendale Jct. - North Wolf Cr. Interchange

E.W.O. NUMBER	EXTRA WORK ORDERS	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1	On the Job Trainees Reimbursed only for actual amount worked.	Hours	2,000	1,202	-39.9
2	Temporary Striping Within specified limits.		$2,500.00	$2,472.96	- 1.1
3	Modify Debris Riser and add 8 inch Pipe. Overestimated cost to modify debris riser less than anticipated.		$425.00	$216.33	-49.9
4	Paving Dams on Glendale Structure No. 9352 & 9352A This work order overran largely due to underestimation of labor (Est.$4,000.00, Cost $9,600.00) The cost of material was also somewhat more than anticipated. (Est. $10,000.00 , Cost $13,000.00)		$17,000.00	$26,979.89	+58.7
5	Feather "E" Mix Pavement Edges Major overrun was in labor costs. We did a little more work than originally anticipated.		$1,000.00	1,287.75	+28.8
6	Kling Anti-stripping additive Within specified limits.		$3,270.97	$3,270.97	0.0

	STATE FORCE ORDERS				
1	Permanent Striping No bills received to date.		$2,435.00		

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GLENDALE JUNCTION - NORTH WOLF CREEK INTERCHANGE		WEEK ENDING: August 7, 1976
		SECTION PREFIX: 610-1054
HIGHWAY: Pacific		COUNTY: Douglas and Josephine
NAME OF JOB: GLENDALE JUNCTION - NORTH WOLF CREEK INTERCHANGE	KIND OF WORK: Guardrail, Paving and Signing	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 8190	FEDERAL AID PROJECT NUMBER: I-5-2(81)77
DATE OF CONTRACT: May 15, 1975	DATE WORK STARTED: June 23, 1975	ESTIMATED COMPLETION DATE: August 26, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 5 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 350	CALENDAR DAYS USED 331
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94.6
PROJECT AUTHORIZATION: $1,595,794.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $1,482,315.76	ENGINEERING AUTHORIZATION $113,473.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,451,855.72	ENGINEERING COST TO DATE $81,800.00	DATE PROJECT WAS COMPLETED: August 3, 1976
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.1 %	PERCENT OF AUTHORIZATION 72.1%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE GRADING	OIL AND/OR PAVE. "E" MIX SURFACING	MAT'L PROD CONCRETE MEDIAN BAR. ~~MAINTENANCE MATERIALS~~	GUARDRAIL ~~OIL & BITUMINOUS MACADAM~~	PAVING
MILES IN PROJECT					4.76	0.54	8.28	4.76
MILES PARTIALLY COMPLETED								
MILES COMPLETED						0.54	8.28	4.76
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,015C.Y.	13,000 ton	2,850	43,720	41,000 ton
TOTAL QUANTITIES CORRECTED TO DATE						2,637.5	43,720	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,015		2,637.5	42,900	
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK: 1 flatbed truck, 1 pickup, 1 blade, 1 belly dump, 1 roller, 1 broom, 1 distributer.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9352 Pave dam	9352A Pave dam						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Rain	1		
MONDAY 2	Cloudy	1		
TUESDAY 3	Overcast	1		
WEDNESDAY 4	Rain			
THURSDAY 5	Partly cloudy			
FRIDAY 6	Rain			
SATURDAY 7				

K RECEIVED
Richmond
Harwood
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

NDAY 1	No activity.
NDAY 2	No activity.
TUESDAY 3	Paving crew feathered the edges of the "E" mix.
4 WEDNESDAY	No activity.
THURSDAY 5	No activity.
FRIDAY 6	No activity.
SATURDAY 7	No activity.

REMARKS

All work completed. Contract completed August 3, 1976.

Construction signing yet to be removed.

SIGNED Ronald V. Busey LOCATION Grants Pass

XXXXX Ronald V. Busey,
Resident Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-165

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State Oregon

County Douglas & Josephine

Project Number I-5-2(81)77

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,554,832	$ 1,554,832
Federal funds	$ 1,434,798	$ 1,554,832
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 6, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 120,034."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May , 1976 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

R

Form Approved; O.M.B. No. 04-R2089

8170

O BE COMPLETED BY FHWA
ONTHLY TRANSACTION NO.

6-148

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6 6 75

FEDERAL-AID PROJECT AGREEMENT

STATE **Oregon**

COUNTY **Douglas & Josephine**

PROJECT NO. **I-5-2(81)77 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
I-5, Wolf Cr. Intchge. [illegible] mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-16-75	4.744
OTHER (Specify)		

FUNDS Pro Rata [illegible]

ESTIMATED TOTAL COST OF PROJECT
$ 1,554,832

FEDERAL FUNDS
$ 1,[illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible] Green (Division Engineer)

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. I-5-2(81)77 Safety

GLENDALE JCT.-N. WOLFE CREEK INT. SECTION

PACIFIC HIGHWAY IN DOUGLAS AND JOSEPHINE COUNTIES

Salem, Oregon, May 30, 1975

Project Agreement estimate.

Type Code 6201
Roadway (Sta. 417+00 to Sta. 667+50)

Furnish Field Laboratory	1 only	3,000.00	$	3,000.00
Mobilization	All Required			91,000.00
Temporary Protection and Direction of Traffic	All Required			25,000.00
Temporary Signs	1,400 sq.ft.	10.00		14,000.00
Flagmen	1,000 hour	14.00		14,000.00
Removal of Structures and Obstructions	All Required			30,000.00
General Excavation	1,015 cu.yd.	4.00		4,060.00
Trench Excavation	185 cu.yd.	20.00		3,700.00
Watering	240 M-gal.	5.00		1,200.00
Aggregate Shoulders	13,000 ton	5.00		65,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	41,000 ton	7.80	*	319,800.00
Class "E" or Class "C" Asphalt Concrete Mixture	13,000 ton	9.00	*	117,000.00
Asphalt Cement in Mixture	3,580 ton	86.00	*	307,880.00
Portland Cement Additive in Class "E" Mixture	130 ton	60.00	*	7,800.00
Asphalt in Tack Coat	55 ton	130.00	*	7,150.00
Concrete in Box Culverts	5 cu.yd.	200.00		1,000.00
Reinforcement in Box Culverts	520 lbs.	0.80		416.00
8-inch Culvert Pipe	450 lin.ft.	4.00		1,800.00
15-inch Culvert Pipe	165 lin.ft.	7.00		1,155.00
18-inch Culvert Pipe	55 lin.ft.	10.00		550.00
24-inch Culvert Pipe	6 lin.ft.	21.00		126.00
36-inch Culvert Pipe	10 lin.ft.	25.00		250.00
Concrete Inlets, Type G-1	12 only	700.00		8,400.00
Guard Rail, Type 2A	36,970 lin.ft.	5.00		184,850.00
Guard Rail, Type 2A with Channel Rail	6,650 lin.ft.	8.00		53,200.00
Guard Rail, Type 3	100 lin.ft.	12.00		1,200.00
Metal Median Barrier	700 lin.ft.	12.00		8,400.00
Guard Rail Anchors, Type 1	6 only	300.00		1,800.00
Guard Rail Anchors, Type 2	23 only	250.00		5,750.00
Rail End Pieces, Type A	13 only	20.00		260.00
Rail End Pieces, Type C	6 only	140.00		840.00
Extra for Guard Rail Bridge Connections	2 only	350.00		700.00

Extra for 9-foot Posts	90 only	15.00	1,350.00
Type 2 Fence	350 lin.ft.	2.00	700.00
Extra for Asphalt Paved Rock Surfacing Slopes	4 only	150.00	600.00
Extra for Asphalt Curb Outlets	4 only	550.00	2,200.00
Concrete Barrier	2,850 lin.ft.	15.00	42,750.00
Paved Culvert End Slopes	370 sq.ft.	10.00	3,700.00
Drainage Curbs	13,770 lin.ft.	1.30	17,901.00
Loose Riprap, Class 100	155 cu.yd.	20.00	3,100.00
Guide Posts	220 only	15.00	3,300.00
Adjusting Inlets	19 only	300.00	5,700.00
Reconstructing Concrete Inlets	10 only	600.00	6,000.00
Installing G-2 Grates on Existing Inlets	6 only	160.00	960.00
Raise Existing Debris Risers	2 only	300.00	600.00
Roadside Seeding and Mulching	2 acre	600.00	1,200.00
Gravel Ditch Lining	500 cu.yd.	6.00	3,000.00
Removal of Existing Sign Installation	All Required		2,000.00
Painted Wood Sign Posts	All Required		2,000.00
Sign Support Footing	All Required		3,000.00
Breakaway Sign Posts	All Required		10,000.00
Exit Number Sign Supports	All Required		1,000.00
Type A Signs in Place	119 sq.ft.	12.00	1,428.00
Type D Signs in Place	76 sq.ft.	8.00	608.00
Move and Modify Existing Signs	All Required		5,000.00
			$1,399,384.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 2,500.00
Stage Construction Striping (S.F.)	All Required	2,500.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
Reconstruct Shoulders (Sta. 523 to Sta. 530) (E.W.)	All Required	5,000.00
On the Job Trainees (2@$800)	All Required	1,600.00
		$ 14,100.00
	Subtotal	$1,413,484.00
	Engineering	141,348.00
	Total	$1,554,832.00

Paving	*$ 841,093.00
Safety	713,739.00
	$1,554.832.00

Length of Project - - -4.744 miles
Cost of Roadway Per Mile - - - $327,747.04

Federal Funds	$1,434,798.00
State Funds	120,034.00
Total	$1,554,832.00

Douglas County - 23%
Josephine County - 77%

Group 1 - 100%

Contract No. 8190

Prefix No. 610-1054

GLENDALE JCT.-N. WOLF CREEK INTERCHANGE SECTION
Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 5,000.00

8130

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

K

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(81)77
Glendale Junction-N. Wolf Creek Interchange
Construction Management Agreement

DATE: June 25, 1975

In reply refer to: 1041DB

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Keasey's June 24, 1975 letter, we have carefully reviewed the "Construction Management Agreement" between Peter Kiewit Sons' and J. C. Compton Company. The agreement has also been discussed with our Regional Counsel.

It is the consensus of this office and the Regional Counsel that the proposed "Construction Management Agreement" is not permissible under the terms of the contract. Said agreement appears to be an effort to circumvent the 50 percent subcontract limitation provision of the contract and results merely in an assignment of the contract from Peter Kiewit Sons' to J. C. Compton Company.

D.K. Hossner
for G. L. Green

cc:
OSHD (C T Keasey)
Region (10RC) w/6-24-75 ltr, Keasey to Green
Construction Management Agreement

RECEIVED
STATE HWY ENGR
JUN 26 '75
REFER TO
FOR

Info	Inves	R/D	D.R	Sgn	Act

RECEIVED
JUN 27 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

8190

R

NOTED
H. S. COULTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING - SALEM, OREGON 97310

June 24, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Construction Management Agreement
Glendale Jct.-N. Wolf Cr. Int. Section
Pacific Hwy. I-5-2(81)77
Contract No. 8190

Dear Mr. Green:

Attached is a copy of a "Construction Management Agreement" entered into by Peter Kiewit Sons' Company, Contractor, and J. C. Compton Company, Manager, under which it is proposed that the J. C. Compton Company will manage and perform all required work under the subject contract, acting in the name of the contractor or in the name of the Manager as agent for the Contractor.

Under this agreement the Contractor, Peter Kiewit Sons Company, retains complete responsibility for the performance of the required work under the contract.

Consideration to the Manager is to be reimbursement of all costs incurred in the performance of the contract plus a percentage of such actual costs, with the percentage to be agreed upon between the Contractor and the Manager within 60 days following final completion and acceptance of the work.

Please review the provisions of this agreement in light of the contract specifications and federal regulations and inform us as soon as possible if consent can be given for the prosecution of the work in this manner.

Time is of the essence.

Very truly yours,

C. T. Keasey
Construction Engineer

RECEIVED
JUN 24 1975
Office of
Assistant State Highway Engineer

CTK:fr
Att.

bc: H. S. Coulter
Jack Sollis
Alfred Shirley, Jr.

E-123

CONSTRUCTION MANAGEMENT AGREEMENT

J. C. COMPTON COMPANY of McMinnville, Oregon ("Manager") and PETER KIEWIT SONS' CO. of Omaha, Nebraska ("Contractor") agree as follows:

1. Contractor has been awarded that certain Contract No. 8190 by the State of Oregon, Department of Transportation for the construction of:

   Paving, Guardrail and Signing on Glendale Jct.-N. Wolf Creek Interchange Section of Pacific Highway in Douglas and Josephine Counties.

2. Manager hereby agrees to manage the performance of such construction on behalf of Contractor and as Contractor's agent.

3. Manager agrees to do and perform any and all things as shall be necessary and proper to accomplish and perform such work in full compliance with all of the terms and provisions of such Contract, including, but without limitation, the following:

   a) to obtain, hire, employ and supervise all qualified and competent labor and supervision necessary to perform such work, and to pay for all such labor and supervision;

   b) to enter into all necessary and proper subcontracts, purchase orders, agreements, leases, permits and material contracts as shall be necessary and proper to obtain materials, equipment and supplies for such work and to obtain appropriate subcontracting;

   c) to acquire or to furnish either from or by Manager, Contractor or Third Parties, all such construction equipment as shall be necessary and proper for such work;

   d) to obtain all necessary testing, engineering, surveying and other specialty services and skills as shall be proper for performance of the work.

4. Manager shall obtain and perform all of the hereinabove described services and materials in the name of Contractor or in Manager's name as agent for Contractor.

5. Manager shall pay in full for all of the hereinabove described services and materials, subject to reimbursement by Contractor as more fully hereinafter described.

6. Manager shall obtain and prepare, execute in Contractor's name or in Manager's name as agent for Contractor, and appropriately file, all progress estimates, reports and other documents as shall be necessary to obtain progress payments, payments for changes and other contract price adjust-

ments, final payment and as shall be necessary for any and all other purposes and matters required under such Contract.

7. It is agreed by the parties that this agreement is not an assignment by Contractor of any or all of its responsibilites, obligations or duties under such Contract, and that at all times hereunder Contractor shall be responsible for the performance by Manager of such Contract.

8. As consideration to Manager for the performance of this agreement, Contractor agrees to pay Manager all of the actual costs incurred by Manager in such performance, plus a percentage of such actual costs to be subsequently agreed upon between the parties based upon the overall margin or profit achieved in such performance, such subsequently agreed upon percentage to compensate Manager for all overhead and profit. The term "actual costs" as used herein shall include an allowance for equipment owned by Manager and used in such work performance on the basis of rates as mutually agreed.

Reimbursement of such "actual costs" shall be on a monthly basis. On or before the 10th day of each month, Manager shall furnish Contractor with a detailed statement of all such costs incurred in connection with the work during the preceding month. Contractor shall reimburse the amount of such costs to Manager not later than ten (10) days following Contractor's receipt of the progress payment for such month from the State. Agreement between Contractor and Manager as to the percentage entitlement shall be reached within sixty (60) days following final completion and acceptance of the work by the State.

IN WITNESS WHEREOF, the parties hereto have caused this Construction Management Agreement to be entered into this 23 day of June, 1975.

J. C. COMPTON COMPANY

By____________________
(Construction Manager)

PETER KIEWIT SONS' CO.

By____________________
Richard Geary, District Manager
(Contractor)

LEE JOHNSON
ATTORNEY GENERAL

R.

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

June 19, 1975

Mr. Allen Hay
1305 Lafayette
P.O. Box 86
McMinnville, OR 97128

Re: Assignment of Contract 8190

Dear Mr. Hay

This will confirm our telephone conversation of last week that the Federal Highway Administration feels that it is very doubtful if an assignment of this contract would be approved by the Federal Highway Administrator.

After reviewing the material supplied by the local Federal Highway Administration office it appears it would be extremely doubtful if we would be able to show a compelling need for the assignment and without a compelling need the assignment would not be approved. If you have any further questions on this matter please do not hesitate to contact me.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - F. B. Klaboe
A. E. Johnson
H. S. Coulter

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 19 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: June 6, 1975

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Assignment of Contract No. 8190

This contract was recently awarded to Peter Kiewit Sons' Company. The contract is primarily a paving and guardrail contract and is in the amount of $1,399,384. Peter Kiewit now wishes to assign the entire contract to J. C. Compton Company which presently has two contracts in the immediate area, one on each side of contract 8190. J. C. Compton Company is a well-qualified contractor and we have no reservations about the company's ability to satisfactorily complete the project.

The following advantages would accrue to the State from the assignment of the contract:

1. A reduction in the environmental impact in the area because it would not be necessary to set up an additional asphalt plant operation since the J. C. Compton Company would be able to use its existing asphalt plant for completion of this project.

2. There would be more uniform control over traffic throughout the three projects and therefore greater safety to the traveling public.

3. There would be a reduction in cost to the State in supervising and inspecting the project because it could be done in conjunction with the other two projects currently under construction.

4. There is a strong possibility of an early completion date because of the consolidation of the three projects and the availability of equipment and material sources in the area.

We feel the assignment will definitely be a benefit to the State and that the project will be completed in a proper and expeditious manner.

Your approval of this assignment is hereby requested. Because of the time element involved, expeditious handling of this request would be greatly appreciated.

bc: A. E. Johnson
E. S. Hunter
H. S. Coulter
Walt Barrie
C. T. Keasey
L. W. Rulien

JLS:hg srb

ASSIGNMENT OF CONTRACT

THIS AGREEMENT, made and entered into by and between the State of Oregon by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; Peter Kiewit Sons' Co., a Nebraska corporation, hereinafter referred to as "Assignor" and J. C. Compton Company, an Oregon corporation, hereinafter referred to as "Assignee".

RECITALS:

1. WHEREAS, Assignor entered into Contract No. 8190 dated May 15, 1975, with State for the performance of work by Assignor on the Glendale Jct.-N Wolfe Cr. Intchge. section of the Pacific Highway in Douglas and Josephine counties; and

2. WHEREAS, Assignor as principal and the Aetna Casualty and Surety Company, as surety, executed a performance bond, dated June 2, 1975, in the amount of $1,399,384.00, in favor of State, as required under said Contract No. 8190; and

3. WHEREAS, Assignor desires to assign, transfer, convey and dispose of its entire interest in said Contract No. 8190, pursuant to the provisions of section 108.01, Standard Specifications For Highway Construction, Oregon - 1974, to Assignee effective upon signature by State of this agreement as consenting to said assignment as provided for under section 108.01.

NOW THEREFORE, the premises as being stated in the foregoing recitals the parties hereto agree as follows.

I

The recitals set forth above are true and correct.

II

Assignor, as the contractor under said Contract No. 8190 hereby assigns, transfers, conveys and disposes of its entire interest under said contract, effective upon the execution of this agreement by State as consenting to the assignment as provided under section 108.01 of the Standard Specifications For Highway Construction, Oregon - 1974.

III

Assignee hereby accepts said assignment and transfer and agrees to faithfully perform all of the terms and conditions thereof on the part of the Assignor to be performed.

IV

Assignee hereby agrees to furnish State a performance bond executed by a surety authorized to do business in the State of Oregon in the amount of $1,399,384.00 and deliver said performance bond to State before commencing any work under this assignment.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year hereinafter set out.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ____________________ by ________________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

Approved as to Form:

____
Assistant Attorney General
ovt Counsel

____
Assistant Attorney General

STATE OF OREGON BY AND THROUGH ITS
DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISION

____
Administrator and State Highway
Engineer

J. C. COMPTON COMPANY

By______________________________

By Betty K. Compton
Sec Treas

PETER KIEWIT SONS' CO.

By Edward C. Lynch
Edward C. Lynch Vice-President

By______________________________

APPROVED-SURETY FOR ASSIGNOR,
PETER KIEWIT SONS' CO.

THE AETNA CASUALTY AND SURETY COMPANY
1201 S.W. 12th Avenue
Portland, Oregon 97205

By Robert T. Stites
Attorney in Fact **Robert T. Stites**

Signed, sealed and dated
June 3, 1975

APPROVED-SURETY FOR ASSIGNEE
J. C. COMPTON COMPANY

[illegible]
[illegible] SW Washington, Portland, [illegible]

By E. Hall
Attorney in Fact .

3 - ASSIGNMENT OF CONTRACT

The Travelers Indemnity Company

Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

———— E. Wold of Portland, Oregon ————

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

———— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ————

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 3rd day of June 19 75.

D J Nash

Assistant Secretary, Surety

does hereby make, constitute and appoint a corporation of the State of Connecticut,

——— E. Wold of Portland, Oregon ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

——— This power of attorney revokes that dated June 28, 1971 on behalf of E. Wold of Tacoma, Washington ———

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 14th day of October 1971.

THE TRAVELERS INDEMNITY COMPANY

By E A Houser

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 14th day of October in the year 1971 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

RUTH H. SOMERVILLE

Ruth H. Somerville

Notary Public

My commission expires April 1, 1974

S-1869 PRINTED IN U.S.A. 671

(Over)

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 3rd day of June 19 75.

Assistant Secretary, Surety

S-1869 (BACK)

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we J. C. COMPTON COMPANY, an Oregon corporation, by and through its corporate officials doing business at McMinnville, Oregon (P. O. Box 86), 97128

as principal, and THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut.
707 SW Washington St.
Portland, Ore. 97205

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of One Million Three Hundred Ninety-nine Thousand Three Hundred Eighty-Four dollars.

($1,399,384.00)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 3rd day of June, 1975

J. C. COMPTON COMPANY
Principal

By

By Betty K. Compton Sec Treas

Principal

By

By

THE TRAVELERS INDEMNITY COMPANY
707 SW Washington
Portland, Ore. 97205
Surety

By E Wold
Attorney in Fact E. Wold

By
Agent

ASSIGNMENT OF CONTRACT

THIS AGREEMENT, made and entered into by and between the State of Oregon by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; Peter Kiewit Sons' Co., a Nebraska corporation, hereinafter referred to as "Assignor" and J. C. Compton Company, an Oregon corporation, hereinafter referred to as "Assignee".

RECITALS:

1. WHEREAS, Assignor entered into Contract No. 8190 dated May 15, 1975, with State for the performance of work by Assignor on the Glendale Jct.-N Wolfe Cr. Intchge. section of the Pacific Highway in Douglas and Josephine counties; and

2. WHEREAS, Assignor as principal and the Aetna Casualty and Surety Company, as surety, executed a performance bond, dated June 2, 1975, in the amount of $1,399,384.00, in favor of State, as required under said Contract No. 8190; and

3. WHEREAS, Assignor desires to assign, transfer, convey and dispose of its entire interest in said Contract No. 8190, pursuant to the provisions of section 108.01, Standard Specifications For Highway Construction, Oregon - 1974, to Assignee effective upon signature by State of this agreement as consenting to said assignment as provided for under section 108.01.

NOW THEREFORE, the premises as being stated in the foregoing recitals the parties hereto agree as follows.

I

The recitals set forth above are true and correct.

II

Assignor, as the contractor under said Contract No. 8190 hereby assigns, transfers, conveys and disposes of its entire interest under said contract, effective upon the execution of this agreement by State as consenting to the assignment as provided under section 108.01 of the Standard Specifications For Highway Construction, Oregon - 1974.

III

Assignee hereby accepts said assignment and transfer and agrees to faithfully perform all of the terms and conditions thereof on the part of the Assignor to be performed.

IV

Assignee hereby agrees to furnish State a performance bond executed by a surety authorized to do business in the State of Oregon in the amount of $1,399,384.00 and deliver said performance bond to State before commencing any work under this assignment.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year hereinafter set out.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ____________________ by ________________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

Approved as to Form:

____
Assistant Attorney General
Counsel

____
Assistant Attorney General

STATE OF OREGON BY AND THROUGH ITS
DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISION

____
Administrator and State Highway
Engineer

J. C. COMPTON COMPANY

By________________________ Pres

By Betty K Compton Sec-Treas

PETER KIEWIT SONS' CO.

By Edward C. Lynch
Edward C. Lynch Vice-President

By________________________

APPROVED-SURETY FOR ASSIGNOR,
PETER KIEWIT SONS' CO.

THE ÆTNA CASUALTY AND SURETY COMPANY
1201 S.W. 12th Avenue
Portland, Oregon 97205

By Robert T. Stites
Attorney in Fact Robert T. Stites

APPROVED-SURETY FOR ASSIGNEE
J. C. COMPTON COMPANY

THE TRAVELERS INDEMNITY COMPANY
707 SW Washington, Portland, Ore. 97205

By E. Wold
Attorney in Fact E. Wold

Signed, sealed and dated
June 3, 1975

190

R

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 30 '75
REFER TO
[illegible]
FOR
Info Inves R/D D.R Sign Act File

NOTED
F. B. KLABOE

May 29, 1975

Mr. Alan Hay
1305 LaFayette
P.O. Box 86
McMinnville, Oregon 97128

Re: Assignment of Contract 8190

Dear Mr. Hay

I enclose for your consideration and review by your attorneys a proposed Assignment of Contract which is a tri-party agreement between Peter Kewit, J. C. Compton and the Highway Division. This will allow the Highway Division to get quick approval for the assignment as soon as it is signed by both of your companies and both of your sureties.

It will be necessary for the agreement to be retyped with the blanks that I have left in the agreement filled in as I did not have the information necessary to fill in the blanks that I left.

It would also be necessary for the new performance bond to be executed and to accompany the assignment.

The Highway Division will be able to obtain very quick approval on the assignment if everything is in order when it is received and will be able to advise you within a day or two after the receipt of the signed assignment by both corporations and both sureties and receipt of the performance bond.

If you have any questions regarding this matter, please do not hesitate to contact me. My phone number in Salem is 378-4259.

Sincerely

Jack L. Sollis
Assistant Attorney General

sab
Enclosure
✓ cc w/enc F. B. Klaboe

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Glendale Jct.-N. Wolf Creek Intchge.
Pacific Highway
Josephine County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 6 : J. C. McCormick

APPROVED
ESH
E. S. Hun
Date 4-23-75

4-24-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8190 4-[illegible] R

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FI AL AID PROJECT NO.: I-5-2(81)77

STATE PROJECT NO.: Glendale Jct.-Wolf Creek

COUNTY NAME: Douglas and Josephine

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

PROGRAM NO.:

ITEM NO.: I-814

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO Hunter
FOR

Info	ives	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: April 16, 1974

DATE AUTHORIZATION EFFECTIVE: April 16, 1974

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Pacific Highway Route 1

GENERAL LOCATION:
I-5, Wolf Creek Interchange North 4.65 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, sign and guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping	$2,500
Stage Const.Striping	2,500
Temporary Erosion Control	2,500
Reconstruct Shoulders	5,000
On the Job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 14, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-24-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 4-22-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: Division Engineer

FORM PR-1240 (REV. 6-74) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TION

Transaction number 4-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-14-75

BY (Signature): Mr. Rulien's April 8, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 814 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
814	I-5-2(81)77	4.65	1,745,000	1,610,000	Glendale Junction -North Wolf Creek Interchange Section. Douglas and Josephine Counties-State of Oregon	Grade, Drain, High type pavement, sign and guardrail.

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
[illegible]
FOR

REMARKS (Division)

4-16-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 15 1975
OFFICE OF
[illegible]

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE: 4-14-75

SIGNATURE AND TITLE: /s/ G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

370

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project I-5-2(81)77
Glendale Jct.-North Wolf Creek Interchange
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's March 17 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)

TE HWY ENGR
APR 17 '75
REFER TO
FOR
Info Inves R/D D/R Sign All

4-18-75
Rulien - Please handle.

RECEIVED

R R

890

4-14-75

Transaction number 4-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-14-75
BY (Signature): Mr. Rulien's April 8, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 814 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
4	I-5-2(81)77	4.65	1,745,000	1,610,000	Glendale Junction -North Wolf Creek Interchange Section. Douglas and Josephine Counties-State of Oregon	Grade, Drain, High type pavement, sign and guardrail.

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER TO
Orig Hunter
FOR
Info Inv R... ... S... ...

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-14-75	C R Burghardt for G. L. Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8190

R

PRO 6-2

Robert W. Straub
xxxxxxxxxx

April 8, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(81)77

We are submitting program data for one project, Item No. 814, Project No. I-5-2(81)77, "Glendale Junction-N. Wolf Creek Interchange Section", which we desire to have included in the Federal Aid Interstate Highway program.

It is our intention to receive bids for this project on May 8, 1975.

Att.

JG:ljt

Budget Bureau No. 41-R2067; Approv
U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.: April 8, 1975

ADT	PRESENT: 9,300	FUTURE: 17,400	YEAR: 95	REGION: 10	STATE NAME: Oregon

CARD 2

REPORT NUMBER: 1

PROJECT LOCATION (45 typewriter spaces): I-5, Wolf Creek Intchge., N. 4.65 mi.

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave, Sign, Gdrl.

NATL. FOREST

FH ROUTE NO.

SUPV AGCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): I- NUMBER: 5-2

COUNTY NAME: Douglas and Josephine 019 CODE 033

CARD

CLASS OF FEDERAL FUNDS: Interstate

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: | — U.S.: I-5

NAME OF URBAN AREA: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		I-5, Wolf Cr. Intchge., N. 4.65 mi.					
5					ROW							
5					CONST (CODE) (Safety)		"Glendale Jct.-N. Wolf Cr. Intchge. Sec."	4.65	1,745,000	1,610,000	135,000	
							PROJECT TOTALS	4.65	1,745,000	1,610,000	135,000	

CARD 1 — CODE 1

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS
Additional Data: Item Nos. 379,5
Project Nos.: I-5-2(42),(64),(71)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

April 8, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, Wolf Creek Intchge., N. 4.65 mi.		9,300	17,400	95	10	Oregon	41	042	814

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e, Sign, Gdrl.								I-	5-2	(81)	77	

Interstate

--

COUNTY NAME: Douglas and Josephine 019 CODE 033

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: | — U.S.: I-5

PROGRAM STAGE: ☐ 1 OR XX 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-5, Wolf Cr. Intchge., N. 4.65 mi.						Gr., Dr., & overlay with AC pave. 4-12' lanes w/10' R & 6' L shldrs. & 16' min. median. Safety revisions of roadway slopes, signs, gdrl, median barrier,minor drainage strs. and other appurtenances.
OW								
NST oe) ety)		"Glendale Jct.-N. Wolf Cr. Intchge. Sec."	4.65	1,745,000	1,610,000	135,000		ROW - 250' min.; Access Control-full; Parking restrictions-complete
	PROJECT TOTALS		4.65	1,745,000	1,610,000	135,000		

VAL DATES

REMARKS
Additional Data: Item Nos. 379,592,697, & 735.
Project Nos.: I-5-2(42),(64),(71),& (74) respectively.

(over)

USCOMM DUSCOMM-DC 48905-P61

GLENDALE JCT.-N. WOLF CR. INTCHGE. SECTION
PROJECT NO. I-5-2(81)77

REMARKS: Cont'd.

PROJECT DATA: The work consists of (1) grade, drain and overlay with high-type pavement (AC) the existing facility consisting of four 12-foot lanes, 10-foot right and 6-foot left shoulders with a 16-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 and 8 Clearinghouse A-95 review under working agreements dated April 28, 1970, May 28, 1971, and December 1, 1970, respectively.

FHPM 7-7-2 Requirements: Non-major action project environmental assessment submitted under separate action.

FHPM 7-7-5 Requirements:
- (a) Public Hearings—-Not required under provisions of paragraph 6c.
- (b) Location/Design—-Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E. documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

Data for PR-37:

(a) Roadway (Type Code 6201) - - - - - - - - - - - - - -	Est. Cost	$1,130,000
(b) Safety (Y Codes 002, 007, 101, 106) - - - - - - -	Est. Cost	615,000
TOTAL	Est. Cost	$1,745,000

15

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Or
April 3, 1975

SUBJECT: Preliminary Plans
Glendale Interchange-N. Wolf Creek
Douglas & Josephine Co's.

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

I have spent two days reviewing the subject projects. My recommendations were transmitted to the Design Section in Salem by telephone.

Some of the more important items are listed as follows:

1. Increase the number of G-1 inlets in long runs of drainage curb.
2. Gravel lined ditch Ln 537-551 right.
3. Construct drainage curb left Ln 523-533.
4. Include provisions to repair shoulder and slope left Ln 525.
5. Terminal end of 6-inch channel to be factory fabricared.

REFERRED TO
Beard Reed
Cole Sample
Eriksen [✓ Watson] JW
Hager Wolfe
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

W.A. Tison

W.A. Tison
Resident Engineer

WAT/jm
cc: file

1 ✓
2 +
Swenson
R. Olson
Trout

RECEIVED
ROAD DESIGN SECTION

ROSEBURG REGION
RECEIVED

4-8-75
CC: J.H. Versteeg ✓

Jelly

SP*52473-734

5173

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 21, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Glendale Jct.-Wolf Creek
Pacific Highway
Douglas and Josephine County

A request was made to Region III on February 20, 1975 for a material source on the named section. The approximate quantities required are: aggregate base 18,500 cubic yards and asphalt concrete 61,700 tons.

LKW:we
cc: Alfred Shirley
C. G. Swenson
Donald L. Trout

8191 Cecil Rock Production 1975
located north of Cecil
on Heppner Hwy.

8191

October 30, 1975

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

On September 22, 1975, we wrote to you concerning release of final payment on Contract No. 8191 awarded to R. J. Taggart Construction Co., Inc., for the Cecil Rock Production Project in Gilliam and Morrow Counties.

Final payment on this contract is $2,408.69 and the total contract amount is $48,642.43 including $468.58 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc R. J. Taggart Construction Co., Inc.
954 Huron Court S.E.
Salem, OR 97302

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8.1

45

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cecil Rock Production

WEEK ENDING: August 30, 1975

SECTION PREFIX: 11-8312

HIGHWAY: Heppner

COUNTY: Gilliam & Morrow

NAME OF JOB: Cecil Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R. J. Taggart Construction Co., Inc.

CONTRACT NUMBER: 8191

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 13, 1975

DATE WORK STARTED: May 16, 1975

ESTIMATED COMPLETION DATE: August 7, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 15, 1975

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 55,445.18

EXCLUSIVE OF ENGINEERING: $ 50,603.08

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,599.58

ESTIMATED PERCENT: UNDERRUN 4 %

ENGINEERING AUTHORIZATION: $ 4,842.10

ENGINEERING COST TO DATE: $ 4,500.00

PERCENT OF AUTHORIZATION: 93 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 91

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: August 7, 1975

96

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE			8,600 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			8,559.7 CY		
AVERAGE DAILY QUANTITIES			8,559.7 CY		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		
EQUIPMENT USED DURING THE WEEK: None			0		

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-fair			
MONDAY	"			
TUESDAY	Pty overcast-fair			
WEDNESDAY	Overcast-fair			
THURSDAY	Clear-cool			
FRIDAY	Ptly overcast-cool			
SATURDAY				

K

RECEIVED
2 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	"
TUESDAY	"
WEDNESDAY	Received the necessary documents for the completion of the semi-final estimate. Recommenced work on the semi-final estimate.
THURSDAY	Completed work on the semi-final estimate and submitted it to Region.
FRIDAY	No activity.
SATURDAY	"

REMARKS

The semi-final estimate was completed and submitted to Region on Thursday.

SIGNED ______ LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8192 Mitchell-Point E Hood R 1975
Int Sec of Columbia R Hwy
(Paving and signing)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COPY

9

cc:
OSHD (Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 2-13-78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-2(57)57
COMPLETION DATE 11-22-76	ACCEPTANCE DATE BY CONTRACT AGENCY 6-19-77	TIME ELAPSED 126 %	CONTRACT TIME 350 calendar wk.days
APPROVED EXTENSIONS 27 CWD	LOCATION I-80N, 0.7 miles east of Hood River, West 5.72 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
FEB 21 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 17 1978
STATE

MITCHELL POINT-EAST HOOD RIVER
COLUMBIA RIVER HIGHWAY
Grading, Paving Signing

This project provided for grading, draining, and overlaying with asphaltic concrete pavement, the existing facility consisting of four 12-foot lanes with 10-ft right and 6-ft left shoulders and 8.4-ft minimum median. Project also provided for necessary safety revisions to bring the facility to present Interstate standards. A contract in the amount of $2,895,068.50 was awarded Babler Bros Inc., Portland, Oregon on May 15, 1975. Work began on June 9, 1975, and was completed in reasonably close conformance with approved plans and specifications including approved changes on November 22, 1976, at a final cost of $2,701,954.25, or approximately 18% below the authorized amount of $3,294,302.06.

A total of 440 calendar work days were used as compared to the 350 CWD allowed under the contract. A 27 CWD increase in the contract time was approved on April 28, 1977, leaving 63 CWD for which liquidated damages of $300 per day were assessed accordingly.

A copy of the State's Materials Certification is attached to the Division Office Copy of this report which indicates that all materials incorporated into the work were in full conformance with approved specification requirements except for Class "B" asphalt concrete mixture which failed to fully meet gradation requirements. A price adjustment in the amount of $2,578.25 was assessed accordingly.

COPY SENT
FEB 17 19
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Signed by HOSSNER	
TITLE Area Engineer	DATE 2-15-78	TITLE Fielf Operations Engineer	DATE 2-16-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9132-(

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* 16 | 18 | 19 | 2 | 22 | 4 | 5 | 23 | 24 | 25 | 27 | 8 | 9 | 28 | 12 | 30 | 13 | 31 | 15 | 33

CARD A

PART A *To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Hood River	FEDERAL PROJECT NO. I-80N-2(57)57	URBAN RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6,201	
20	FINAL CONSTRUCTION COST	DOL	2,491,999	
21	LENGTH OF PROJECT	MILES	5.712	

DATE STARTED
June 9, 1975

DATE COMPLETED
November 22, 1976

TOTAL NO. BRIDGES
0

PART B *To be completed by contractor (See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
	30	LABOR	TOTAL MAN HOURS 36,793	GROSS EARNINGS 438,369
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL	1,313,634
	9	PETROLEUM PRODUCTS	GAL	234,169
	1	CEMENT	BBL	42,300
CARD C	2 92	AGGREGATES PURCHASED	TON YD	115,577
	3	BITUMINOUS MATERIAL	GAL	1,558,019
	4	LUMBER	BD FT	112
CARD D	5	TIMBER PILING	LIN FT	
	7	REINFORCING STEEL	LB	15,000
	8	STRUCTURAL STEEL	LB	5,000
	10	EXPLOSIVES	LB	22,500
CARD E	11	READY MIXED CONCRETE	CU YD	4,000
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	
	15 95	AGGREGATES PRODUCED	TON CU YD	
CARD F	16	MISCELLANEOUS STEEL	LB	4,553
	17	FENCING	LIN FT	6,393
	18	GUARDRAIL	LIN FT	71,225
	19	BRIDGE RAIL	LIN FT	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNING	DOL	24,976
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL	

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		18	165
		36	66
CARD J	13	CONCRETE PIPE	
		8	764
		12	2591
		15	460
		24	8
CARD K	14	CLAY PIPE AND DRAIN TILE	
		6	24
		8	40
		12	44
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

CARD G — *Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel* 48 | 52 | 53 | 61 | 62 | 70

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man-hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

All figures should be [illegible] State highway department and Federal Highway Administration [illegible] engineers. [illegible] earnings [illegible]

[illegible] not required [illegible] the figures reported [illegible] sheet of paper marked "Remarks" [illegible] contractor actually did [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion [illegible] factor of 8 pounds of grease per gallon.

Item 10 Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, [illegible]

Item 12 Report total number of tons of bituminous paving mixtures [illegible] condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7 and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 Report total lengths, in linear feet, of all types of [illegible] guardrail and bridge rail.*

Item 22 This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of all materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the cost of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, [illegible] are not considered to be supplies. Costs of such items and [illegible] costs should not be included. The amount included [illegible] aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

15/9

June 28, 1977

Babler Bros.,Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards,
Office Manager

Re: Contracts 8192 and 8504

In accordance with your memo of June 23, 1977 the $10,000 currently deposited on contract 8192 (released by our letter of June 20, 1977) is being applied to contract 8504.

Vernon E. Skoog
Controller

by________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

BC: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

1

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 20, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
Gen. Loan Officer

Re: Babler Bros.,Inc.
Contract 8192

This contract has been finaled. The $10,000 deposited in lieu of retainage on this project may be released or applied to another contract.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

[illegible]
W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

June 16, 1977

Protecto Wrap Company
2255 South Delaware Street
Denver, CO 80223

Attention: Donald C. Brookins

Gentlemen:

Thank you for your letter of June 7, 1977, with attached Lien Waiver dated June 7, 1977, which states that you have received $22,194.50 from Babler Bros., Inc.

Our records indicate that this is in connection with your claim against Babler Bros., Inc. Contract No. 8235 in Wasco County, and Contract No. 8192 in Hood River County.

This information is being noted in our records and we will advise the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

bc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

NOTED ON [illegible]
-16-77

Protecto Wrap Company
2255 SOUTH DELAWARE STREET
DENVER, COLORADO 80223
777-3001

June 7, 1977

Mr. Head
Manager of Commission Services
Room 121
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Enclosed herewith please find a Lien Waiver for Babler Bros., of Portland, Oregon.

This waiver negates the lien filed by Protecto Wrap Company on January 5, 1976.

Very truly yours,

Donald C. Brookins

DONALD C. BROOKINS
Executive Vice President

DCB/nm
Encl.

cc: Babler Bros.
Sealant Systems

ROUTED
[illegible] HEAD

RECEIVED
JUN 9 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

30 LW—Bradford Publishing Co., 1824-46 Stout Street, Denver, Colorado

LIEN WAIVER

Denver, Colo., June 7, 19 77

$ 22,194.50

Received of Babler Bros., P. O. Box 02008, Portland, Oregon

the sum of Twenty-two thousand, one-hundred and ninety-four dollars and fifty cents Dollars

being payment in { xxxx / full } of all demands for xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx materials heretofore furnished in connection with the construction, alteration, improvement, addition to or repair of the structure or improvement for Projects Nos. 8192 and 8235 upon Lot ...., Block .... No. .... Addition to the .... St., and in consideration of the aforesaid payment we do by these presents, waive, relinquish and absolutely release forever, all right to claim a mechanic's lien against the above described property which might accrue under the laws of the State of ~~Colorado~~ Oregon by virtue of the aforesaid work done or material furnished to Protecto Wrap Co. June 7, 19 77

In execution of this instrument we hereby testify that Protecto Wrap Co. under no constraint, and that the same has been signed by them of their own free will and accord.

Witness:

PROTECTO WRAP COMPANY
SUPPLIER xxxxxxxxx XXXXX
Executive Vice President

8192

June 15, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On June 13, 1977, we wrote to you concerning release of final payment on Contract No. 8192 awarded to Babler Bros., Inc. for work on the Mitchell Point-E. Hood River Interchange Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $75.89 and the total contract amount is $2,485,637.24 including $10,463.62 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

5192

April 28, 1977

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, OR 97202

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8192 for work on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 25 days is granted because of your first reason, several added orders (particularly, three late ones -- Price Agreement No. 9 and Extra Work Orders 7 and 8), plus two days additional for delay in sending you the contract, for a total of 27 days.

From the information available, we do not believe the second reason is valid and cannot allow time on it. If there are more facts which have not yet been considered, you should submit them to the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Information on when concrete barrier orders were placed, rates of production of them thereafter, and other work performed by the barrier suppliers would all be pertinent. The two barrier suppliers in The Dalles area were determined to be commercial suppliers of concrete products after review of their operations. We understood they were actively seeking other work in addition to the barriers for the Oregon Highway Division contracts in the area.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Walt Hart
James McNamee

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8192

April 25, 1977
Salem, Oregon

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Mitchell Point-East Hood River
Contract No. 8192
Request for Time Extension

Babler Bros. requests a complete time extension of 90 days because of added work orders and late delivery of concrete median barrier. Some pertinent dates are:

Bids opened	5- 8-75
Contract sent	5-30-75
Day count start	6-11-75
Work started	6- 9-75
End of first season count	(11-30-75), Project 11% completed
Paving completed	8-13-76
350 days allowed elapsed	8-24-76
All work completed	11-22-76

90 days liquidated damages @ $300 per day

The request lacks specific information and analysis to relate the two reasons to the 90 days. The first reason is valid as several added orders, particularly three late ones (P.A. 9, seed and mulch, E.W.O. 7, remove metal median and add concrete divider, and E.W.O. 8, repair bridge deck) justify more time and we recommend 25 days (the Resident and Region recommended 22) which allows for the weekends.

The concrete median barrier supply situation involves several other contracts and at least three supplier plants. The subcontractor does not disclose specific information as to when orders were placed and the overall production of barrier. Two of the barrier suppliers in The Dalles area contended they were commercial operations with other customers and products and we ultimately recognized them as such.

From the information available, I do not believe the second reason is valid and concur with the Region against allowing time on it. The major contract items (general excavation, paving, shoulder aggregate, trench excavation) all underran.

We note there were 2 days excess before the contract was sent out and recommend extension accordingly, making a total of 27 recommended. This can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 26 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8192 Contractor Babler Bros., Inc.

Highway Mitchell Pt. - E. Hood River Columbia River Hwy.

Section Mitchell Pt. - E. Hood River

Kind of Work Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 27 days extension of contract time because of several added orders, particularly three late ones,
(P.A. 9, seed and mulch,
E.W.O. 7, remove metal median and add concrete divider, and
E.W.O. 8, repair bridge deck) and
a 2-day exceptional delay in sending contract out.

Recommended for Approval: (as noted in attached letter)

Marvin Cropp fr Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

E S Hunter Deputy State Highway Engineer

*6296-734

Contract No.	8192
Project designation	I-80N-2(57)57 State-Federal
Date awarded	5/15/75
Work started	6/11/75
Per cent completed	100 Date
No. of Workdays Allowed	350
No. of Workdays Used	440
No. of Added Workdays Requested	90

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan. 27, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 350 days to 440 days, within which to complete our Contract No. 8192, without the assessment of liquidated damages. The said contract is described as follows:

Mitchell Point-E. Hood River Interchange - Contract 8192

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Change Orders have increased the number of days to complete the work.
2. The median barrier was not available from the supplier to allow us to complete the project within the limiting number of calendar days. (Refer Enclosure)

Respectfully submitted,

BABLER BROS., INC.
Contractor

By R A Richards
R. A. Richards, Asst. Secy.

CONSENT OF SURETY

Date February 1, 19 77

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean R Petitt
Attorney-in-fact
Dean R. Petitt

Robert W. Lagler
Resident Agent
Robert W. Lagler, Washington Resident
Agent, Vancouver, Washington

(SEAL)

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
747-2763

DEC 1 1976
BABLER BROS., INC.

GALE
TOM

November 24, 1976

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

RE: Mitchell Point - Hood River
Contract 8192
Our SG 797

Gentlemen:

Reference is made to your recent concern regarding the timely production of our concrete median barrier for your project. Production of concrete median barrier at the Dalles site and at other sites in Oregon was at its peak during the 1975-76 season. To my knowledge, all suppliers were working overtime to meet the schedules of their respective prime contractors.

Our supplier Concrete Products, Inc., indicated to their respective customers their projected delivery dates for median barrier at the time they received a firm commitment from the contractor. At The Dalles, Oregon, plant, CPI received the order for the Rowena-The Dalles Section first and started into production. The job was to be completed by November 30, 1975. The Celilo-Rufus Section order was next. CPI received that purchase order and indicated May of 1976 as the earliest possible completion date.

Our company issued an order for the barrier on the above-referenced project after CPI had made commitments to the two other projects as mentioned above. The projected completion date for the Mitchell Point-Hood River project was set for November 1, 1976. This delivery schedule was unsatisfactory but seemed to be the best available in the precast business. At that time, I had hopes that CPI could work weekends and speed up the schedule. They were able to complete the barrier one month earlier by borrowing from another project.

As can be seen, the contractor was at the mercy of the suppliers, and the suppliers were at peak production at this period leading to some late installation of barrier. Also, the paving contractors could not proceed unless they were assured the barriers could be delivered in the same paving season. Therefore, most paving contractors had to wait until 1976 to pave their projects. It should be noted that during this past season, the suppliers at various times helped contractors on projects whose schedules were such that they needed large quantities of barrier in a short period of time. This was done by one barrier supplier loaning manufactured barriers to another barrier supplier so that the more critical jobs could be completed on time.

All in all, the suppliers, subcontractors, and contractors worked hard to overcome this "shortage of barrier" problem to meet critical completion dates. Those that did exceed the allotted time should not be held solely responsible. It is respectfully suggested that this letter be forwarded to the project engineer in support of mitigating circumstances causing your project to be completed after the scheduled completion date. If you have any additional questions regarding the barrier productions and schedules, please let me know.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

W. S. Campbell

W. S. Campbell
General Manager

bt

5196

ROBERT W. STRAUB

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
General Loan Officer

Re: Babler Bros.,Inc.

Safekeeping receipt 144651 for TCD 271994 in the amount of $95,000 and TCD 271995 in the amount of $65,000 both maturing May 8, 1977 has been received. This replaces security receipt 144602 for $210,000.

Total Summary of Securities:

	Prior Allocation		Change This Transaction	New Allocation	
Contract	Amount	TCD		Amount	TCD
8081	$35,000	271918	-0-	$35,000	271994
8192	60,000	271917	(50,000)	10,000	271995
8235	25,000	271917	-0-	25,000	271995
8343	30,000	271917	-0-	30,000	271995
	25,000	271918	-0-	25,000	271994
	15,000	271939	-0-	15,000	271939
	70,000			70,000	
8375	30,000	271918	-0-	30,000	271994
8439	5,000	271918	-0-	5,000	271994
	10,000	271939	-0-	10,000	271939
	15,000			15,000	

Vernon E. Skoog
Controller

by____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W.Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8192

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 31, 1977

Babler Bros.,Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8192

Retainage requirements on this contract have been reduced to $10,000. You presently have $60,000 deposited in lieu of retainage on this project. $50,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

819

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 24, 1977

½

Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8192

In accordance your memo of February 16, $65,000 is being transferred from this project to unallocated.

$55,000 from TCD 271844 and $10,000 from TCD 271800.

This reduces the securities on this contract to $60,000.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Don Kluherz

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

-192

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1977

Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8192

Retainage requirements on this contract have been reduced to $60,000. You presently have $125,000 deposited in lieu of retainage on this project. $65,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By ____________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank--Don Kluherz

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8122

OREGON STATE HIGHWAY DIV ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mitchell Pt.- E. Hood lver
WEEK ENDING: January 29, 1977
SECTION PREFIX: 614-1081
HIGHWAY: Columbia River
COUNTY: Hood River
NAME OF JOB: Mitchell Pt. - E. Hood River
KIND OF WORK: Paving and Signing
CONTRACTOR: Babler Bros., Inc.
CONTRACT NUMBER: 8192
FEDERAL AID PROJECT NUMBER: I-80N-2(57)57
DATE OF CONTRACT: May 15, 1975
DATE WORK STARTED: June 9, 1975
COMPLETION DATE: November 22 ~~August~~ 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN:
SUPERVISION:
SPECIFIED WORK DAYS
SPECIFIED ~~CALENDAR~~ work DAYS: 350
WORK DAYS USED
CALENDAR DAYS USED: 440
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 126
PROJECT AUTHORIZATION: $3,294,302.06
EXCLUSIVE OF ENGINEERING: $3,060,040.56
ENGINEERING AUTHORIZATION: $234,261.48
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,596,108.57 ~~3,060,040.56~~
ENGINEERING COST TO DATE: $204,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: UNDERRUN 8 %
PERCENT OF AUTHORIZATION: 87 %
DATE PROJECT WAS COMPLETED: November 22, 1976

date of semi-final Jan. 24, 77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	Paving
100	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.72	5.72			5.72
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.72	5.72			5.72
TOTAL ESTIMATED QUANTITIES (CONTRACT)	62,500	27,300			122,000
TOTAL QUANTITIES CORRECTED TO DATE	50,000	20,600			96,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50,000	20,600			96,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
Richmond
Harwood
Johnsen
Walker
CONSTRUCTION
SECTION

D.N GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed November 22, 1976
Semi-final estimate submitted to Region Office January 24, 1977

SIGNED ______ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8/9

4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros, Inc.

Safekeeping receipt no's 144599 and 144602 were received and indicate the following TCD replacements:

Rec. No.	Original TCD	Amount	Replacement TCD
144599	271630	$ 5,000	271697
144599	271632	55,000	271699
144602	271653	100,000	271741
144602	271654	115,000	271742

Retainage requirements on contract 8235 have been reduced $25,000. Distribution of the $65,000 released on this project is being made in accordance with a telephone conversation with Ray Richards of Babler Bros. on this date.

Security Summary:

Contract	Prior Total	This Transaction	TCD	New Total
8081	$ 35,000	No change		$ 35,000
8192	115,000	$ 10 ,000	271699	125,000
8203	30,000*	No change		30,000
8235	90,000	(20,000)	271699	
		(15,000)	271741	
		(30,000)	271742	25,000
8343	-0-	10,000	271699	
		15,000	271741	
		30,000	271742	55,000
8375	30,000	No change		30,000

* Includes $25,000 deposited under safekeeping receipt no. 144566 for TCD no. 271669.

Vernon E. Skoog,
Controller

NOTED
C. W. HEAD

bc; C.W.Head(Att.)
R. Church
C. Barrett(Att)
cc: Babler Bros

By
James J. Kinns, Contract Payments Executive

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

JJK:mm C.W. Head

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144509

Branch [illegible] No. 50

DATE 12-27-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
[illegible] INC.
[illegible]
[illegible], Oregon 97202

Assignment to Oreg State Highway Division

DEPOSITED BY L. Taylor

$55,000.00	TCD 14 00271545 dated 10-27-76 due 11-26-76 (5%(ren 14 271142)
$55,000.00	TCD 14-0271630 dated 11-26-76 due 12-27-76 (5% (ren 14-271543)
$55,000.00	TCD 14-00271632 dated 11-26-76 due 12-27-76 (5% (ren 14-271545)
$55,000.00	TCD 14 271697 dated 12-27-76 due 1-26-77 (5% (ren 14 271630)
$55000.00	TCD 14 271699 dated 12-27-76 due 1-26-77 (5% (ren 14 271632)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL. ______ TELLER
☐ New Sec. MAT. ______ CUSTOMER
☐ Addition INT. ______ (Unnecessary if Sig. Card on file)

-200 7/72

Branch Record Copy

RECEIVED
1976

RECEIVED
DEC 30 1976
CONTRACT ACCOUNTING

AUTOMATIC RENEWAL (if applicable ...)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations, now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. Streng
(AUTHORIZED SIGNATURE)

11-2204 2/76

144602

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch CITIZENS No. 20

DATE 11-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of BAKER BROS INC.
1617 S. E. Milwaukie
Portland, Oregon 97202

DEPOSITED BY I. [illegible]

Assignment to Oregon State Highway Attached

$115,000.00	TCD 14 00271581 dated 11-8-76 due 12-8-76 @5%(ren 14 271491)
$100,000.00	TCD 14 00271580 dated 11-8-76 due 12-8-76 @5%(ren 14 271492)
$100,000.00	TCD 14 271653 dated 12-8-76 due 1-7-77 @5%(ren 14 271580)
$115,000.00	TCD 14 271654 dated 12-8-76 due 1-7-77 @5%(ren 14 271581)
$100,000.00	14 271751 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271653)
115,000.00	14 271742 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271654)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment they may be entered for collection through the usual channels without further instructions subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition ... INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

No. 14-[illegible] 271741

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 %	Jan. 7, 1977	Feb. [illegible], 1977	$ 100,000.00
(RATE)	ISSUE DATE	MATURITY DATE	

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 100000 dols 00 cts DOLLARS

TO # # # # BABLER BROS INC. * * * * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, (STATE) Oregon (ZIP CODE) 97202

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No. ________
  - Br. ________
- ☐ Deposited to Savings
  - No. ________
  - Br. ________
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.

93-0374164

INTEREST
Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)
THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

(AUTHORIZED SIGNATURE)

11-2094 2/76

144602

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch CITIZENS No. 20

DATE 12-8-76

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't ________
- ☐ CR. SVNG. Acc't ________
- ☐ Remit ________

For The Account of
BABLER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

Assignment to Oregon State Highway Attached ________ DEPOSITED BY I. [illegible]

U.S. Bank Savings Certificate

No. 14-00 271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) Jan. 7, 1977 ISSUE DATE Feb. 7, 1977 MATURITY DATE $ 115,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 115000 dol's 00 cts DOLLARS

TO * * * * *BABLER BROS INC. * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, Oregon 97202 (STATE) (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No. ____
  - Br. ____
- ☐ Deposited to Savings
  - No. ____
  - Br. ____
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No
93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of the Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. [illegible]
(AUTHORIZED SIGNATURE)

11-2293 2/76

8192

STATE OF OREGON

INTEROFFICE MEMO

TO: C.W. Head
R. Church
C. Barrett

DATE: November 10, 1976

FROM: Janice H. Peterson

SUBJECT: Babler Bros.
Contracts 8081, 8192, 8235

At the request of the contractor, a change has been made in the allocation of $30,000 of a certificate deposited in lieu of retainage transferred from contract 8081.

The contractor had requested that the entire $30,000 be transferred to contract 8192. I approved this allocation in my letter to Don Kluherz of U.S. National Bank on November 8, 1976. The contractor now requests that only $20,000 be transferred to 8192 and that $10,000 be transferred to contract 8235. We have changed our records to conform with the contractor's request.

RECEIVED
NOV 12 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

1-125-1307

8192

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 8, 1976

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros. Inc.
Contracts: 8081 and 8192

This is to confirm our authorization to transfer $30,000 of a certificate deposited in lieu of retainage from our contract 8081 to contract 8192 with Babler Bros.

Retainage requirements on contract 8081 have been reduced to $35,000.

Vernon E. Skoog
Controller

By ______________________________
Janice H Peterson
Contract Payments Executive

cc: Babler Bros. Inc.

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

172

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 29, 1976

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Re: Babler Bros
Contracts: 8081, 8192, 8235, 8375

Please show transfer of $100,000.00 in certificates deposited in lieu of retainage with your bank as follows; on our Contracts with Babler Bros:

From Contract:	Amount	To Contract:	Amount
8081	$100,000	8192	$55,000
		8235	15,000
		8375	30,000

Thank you,

Vernon E. Skoog
Controller

by ________________
Janice H Peterson
Contract Payments Executive

JP:mm

cc: Babler Bros.

bc: C. W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8142

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-181

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COPY

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Hood River

Project Number I-80N-2(57)57

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,213,368	$ 3,213,368
Federal funds	$ 2,965,295	$ 3,213,368
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed June 6, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 248,073."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8:

OPY

orm Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-92
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5 2 71

State: Oregon

County: Hood River

Project Number: I-80N-2(57)57

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,210,095	$ 3,213,368
Federal funds	$ 2,962,275	$ 2,965,295
Other revisions		

This modification is made for the following reasons:

To include authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
for: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 5, 1976

Federal Aid Project
No. I-80N-2(57)57
Safety

Mitchell Point-E. Hood River Intchge. Section

Columbia River Hwy. In Hood River County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (Sta. "EB" 942+75 to Sta. "EB" 1245+00

Subtotal on previous estimate of May 30, 1975		$2,918,268.50
Additional Approach Item		
Work by City of Hood River (Water)	All Required	2,975.36
	Subtotal	$2,921,243.86
	Engineering	292,124.14
	TOTAL	$3,213,368.00

Length of Project	5.712 miles
Cost of Roadway per mile	$562,564.42
Federal Funds	$2,965,295.00
State Funds	248,073.00
TOTAL	$3,213,368.00

Group 1 - 100%
Contract No. - 8192
Prefix - 614-1081

9132

STATE COPY

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TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6 147	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-6-75 **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE Oregon COUNTY Hood River PROJECT NO. I-80N-2(57)57 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 0.7 mi. E. of Hood River, W. 5.72 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER (*Specify*)	4-16-75	5.712

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 3,210,095	FEDERAL FUNDS $ 2,962,275

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(*Official name of Highway Agency*)

By ES Hunter

Assistant State Highway Engineer
(*Title*)

By ____________________

____
(*Title*)

By ____________________

____
(*Title*)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(*Division Engineer*)

For G. L. Green

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 30, 1975

Federal-Aid Project
No. I-80N-2(57)57 Safety

MITCHELL POINT-E. HOOD RIVER INTCHGE. SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

Project Agreement Estimate.

Type Code 6201 (Sta. "EB" 942+75 to Sta. "EB" 1245+00)

Furnish Field Laboratory	1	only	2,500.00	$ 2,500.00
Mobilization	All	Required		220,000.00
Temporary Protection and Direction of Traffic	All	Required		55,000.00
Temporary Signs	2,840	sq.ft.	6.00	17,040.00
Temporary Barricades, Type III	4	only	150.00	600.00
Flagmen	1,600	hour	14.00	22,400.00
Oversize Advance Construction Signs	2	only	4,000.00	8,000.00
Clearing and Grubbing	All	Required		30,000.00
Removal of Structures and Obstructions	All	Required		35,000.00
Ditch Excavation	45	cu.yd.	10.00	450.00
General Excavation	57,800	cu.yd.	3.50	202,300.00
Extra for Selected Granular Embankment Material	4,700	cu.yd.	2.00	9,400.00
Trench Excavation	1,650	cu.yd.	14.00	23,100.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Furnishing and Placing Topsoil	150	cu.yd.	10.00	1,500.00
Watering	500	M-gal.	5.00	2,500.00
Aggregate Shoulders	27,300	ton	3.25	88,725.00
Class B or Class C Asphalt Concrete Mixture	105,000	ton	6.00	630,000.00
Class E Asphalt Concrete Mixture	17,000	ton	7.00	119,000.00
Asphalt Concrete in Mixture	8,100	ton	75.00	607,500.00
Portland Cement Additive in Class E Mixture	185	ton	65.00	12,025.00
Asphalt in Tack Coat	90	ton	150.00	13,500.00
12-inch Culvert Pipe	100	lin.ft.	7.00	700.00
15-inch Culvert Pipe	150	lin.ft.	9.00	1,350.00
18-inch Culvert Pipe	210	lin.ft.	11.50	2,415.00
36-inch Culvert Pipe	70	lin.ft.	26.00	1,820.00
8-inch Sewer Pipe	730	lin.ft.	6.00	4,380.00
12-inch Sewer Pipe	3,000	lin.ft.	7.00	21,000.00
15-inch Sewer Pipe	530	lin.ft.	10.00	5,300.00
Extra for Pipe Under Pavement	2,620	lin.ft.	6.00	15,720.00
Concrete Manholes	5	only	600.00	3,000.00
Concrete Inlets, Type G-1	18	only	375.00	6,750.00
Concrete Inlets, Type G-2	15	only	375.00	5,625.00

Concrete Inlets, Type G-2M	2 only	400.00	800.00
Concrete Inlets, Type G-2MA	14 only	450.00	6,300.00
Concrete Inlets, Type B-SL	1 only	500.00	500.00
Concrete Inlets, Type M-E	1 only	500.00	500.00
6-inch Drain Pipe	50 lin.ft.	5.00	250.00
8-inch Drain Pipe	40 lin.ft.	6.00	240.00
12-inch Drain Pipe	40 lin.ft.	8.00	320.00
Special Filter Material in Drains	20 cu.yd.	20.00	400.00
Guardrail, Type 1A	1,350 lin.ft.	4.85	6,547.50
Guardrail, Type 2	775 lin.ft.	3.80	2,945.00
Guardrail, Type 2A	42,500 lin.ft.	4.70	199,750.00
Guardrail, Type 3	525 lin.ft.	10.40	5,460.00
Metal Median Barrier, Modified	1,460 lin.ft.	8.00	11,680.00
Guardrail Anchors, Type 1	31 only	225.00	6,975.00
Guardrail Anchors, Type 2	25 only	250.00	6,250.00
Extra for Guardrail Bridge Connections	15 only	300.00	4,500.00
Rail End Pieces, Type A	26 only	15.00	390.00
Rail End Pieces, Type B	2 only	40.00	80.00
Rail End Pieces, Type C	29 only	105.00	3,045.00
Type 2 Fence	3,660 lin.ft.	1.50	5,490.00
Type 3 Fence	3,120 lin.ft.	3.00	9,360.00
Extra for Asphalt Paved Rock Surfacing Slopes	4 only	500.00	2,000.00
Concrete Barrier	27,760 lin.ft.	11.30	313,688.00
Concrete Barrier (Nonstandard)	863 lin.ft.	30.00	25,890.00
Adjust Concrete Barrier	600 lin.ft.	10.00	6,000.00
Paved Culvert End Slopes	300 sq.ft.	10.00	3,000.00
Drainage Curbs	9,800 lin.ft.	1.50	14,700.00
Loose Riprap, Class 50	35 cu.yd.	30.00	1,050.00
Guide Posts	500 only	12.00	6,000.00
Guide Posts, Flexible	48 only	35.00	1,680.00
Adjust Manholes	1 only	300.00	300.00
Adjust Inlets	8 only	150.00	1,200.00
Membrane Waterproofing	3,120 sq.ft.	10.00	31,200.00
Steel Expansion Joint Modification	74 lin.ft.	100.00	7,400.00
Expansion Joint Paving Dam	76 lin.ft.	50.00	3,800.00
Removal of Existing Sign Installations	All Required		1,000.00
Painted Wood Sign Posts	All Required		3,000.00
Sign Support Footings	All Required		6,400.00
Breakaway Sign Posts	All Required		10,750.00
Exit Number Sign Supports	All Required		1,500.00
Type A Signs in Place	187 sq.ft.	12.00	2,244.00
Type D Signs in Place	152 sq.ft.	4.50	684.00
Move and Modify Existing Sign	All Required		1,200.00
			$2,895,068.50

Anticipated Items

Slide Correction (E.W.)	All Required	$ 5,000.00
Permanent Pavement Striping (S.F.)	All Required	4,000.00
Stage Construction Striping (S.F.)	All Required	3,000.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
Adjust Bridge Drains (E.W.)	All Required	1,000.00
Grout Cracks in Girders (E.W.)	All Required	2,000.00
On-the-Job Trainees (4 @ $800)	All Required	3,200.00
		$ 23,200.00
	Subtotal	$2,918,268.50
	Engineering	291,826.50
	Total	$3,210,095.00

Length of Project - - - - - - - - 5.712 Miles
Cost of Roadway Per Mile- - - - - $561,991.42

Federal Funds -	$2,962,275.00
State Funds -	247,820.00
Total	$3,210,095.00

Group 1 - 100%

Contract No. 8192

Prefix No.: 614-1081

MITCHELL POINT-E. HOOD RIVER INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 10,000.00

5192

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 4, 1976

U.S. National Bank
P.O. Box 14729
Portland, Oregon 97214

Attn: Barbara Franz

Re: Babler Bros. Inc.
Contracts: 8081, 8192 & 8235

Babler Bros. has requested that we transfer partial credit for TCD 14-232665, currently deposited in lieu of retainage on contracts 8081 and 8235. The Highway Division approves the requested transfer in the following amounts:

From Contract:	To Contract:	Amount
8235	8192	$30,000
8081	8192	10,000
Total		$40,000

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Babler Bros. Inc.

bc: C.W. Head ✓ R. Church
J. Bond C. Barrett

8192

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 26, 1976

Mr. John Flynn
Concrete Products, Inc.
325 Goodell Lane
Ontario, OR 97914

Re: Materialman Status
The Dalles Barrier Fabrication Plant
Contracts 8192, 8226, 8235

Dear Mr. Flynn:

This letter is to confirm our telephone conversation of April 23, 1976. In that conversation I stated that I considered the material that you have submitted regarding sales, bids, permanent installation, etc., as being adequate documentation that your facility in The Dalles is a permanent material supply plant not covered by the subject contract wages. Although the sales to other than Oregon State Highway Division projects from The Dalles plant have thus far been quite small, your proven willingness to sell to others and your sworn intent to maintain the facility as a permanent plant selling to the public is sufficient proof that you qualify as a materialman.

The resident engineers for the subject projects will be submitting monthly estimates early in May in which the funds withheld from concrete barrier payments will be released. The amount withheld as of the April 1 estimates was $26,828. Due to the time required for handling and processing by the Highway Division and the contractors involved, you can probably expect to receive payment late in May or early June.

I am happy to see this matter resolved insofar as The Dalles plant is concerned and hope that you will be able to provide the same type of data in the near future for your facility near Roseburg.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Warren Richards
Labor Compliance Officer

bc: H. S. Coulter
Mary Deits
Jack Sollis
Marion Craft
Robert Sandmann
J. X. Wilson
James McNamee
Josh Sawyer
Reed Meritt

WR:mk

Form 81-734-3123

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March 9, 1976

637-H

Mrs. Barbara O'Neill
Rural Route No. 4, Box 86
Hood River, OR 97031

Dear Mrs. O'Neill:

Blasting Damage, Contract 8192

In reply to your February 28 letter, any damage to your property because of blasting operations is the responsibility of Babler Bros., Inc., the contractor working in this area. We have referred your letter to the contractor and asked that his insurance agent contact you directly.

I understand that you have been contacted by Mr. Gale Schwiesow, a representative of Babler Bros. and that the contractor is responding to your complaint.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

JLS:ch ia

bc E. S. Hunter (#637)
C. T. Keasey
E. L. Hardt
Jack Sollis

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97206

DATE: March 5, 1976

TO: H. S. Coulter
Ass't. State Highway Eng.

FROM: J. W. McNamee
Resident Engineer

SUBJECT: Letter from Barbara O'Neill
Hood River, Oregon No. 637
Mitchell Pt.-E. Hood River Int. Section
Columbia River Highway
Contract 8192

Mr. Gale Schwiesow, Babler Bros., and I called on Mrs. Barbara O'Neill this morning at her home located northerly of station 1122±.

Mrs. O'Neill pointed out cracks above three (3) doorways on the easterly end of her house. The three doors lead out of her kitchen. There were both vertical and horizontal hairline cracks.

Mrs. O'Neill said that the house was constructed in 1967, and the cracks appeared during blasting work in December or January.

Mr. Gale Schwiesow said he would have his insurance company contact her in the very near future.

The contractor monitored their first detonations with a seismograph so they could control the amount of vibrations within a tolerable limit.

We both gave Mrs. O'Neill our phone numbers and addresses so she could contact us in the future if she needed to.

cc Marion Craft

RECEIVED
MAR 8 1976
Office of
Assistant State Highway Engineer

RR #4 Box 86
Hood River, Oreg 97-31
Feb. 28, 1976.

Director
Oregon State Highway Div
Salem, Oregon

Dear Sir:

Since the blasting on Hiway #80 — opposite Westcliff Drive — several cracks have appeared in my walls. On the surface there does not appear to be serious structural damage.

Before proceeding further with a contractors inspection & legal counsel, I felt it advisable to notify your office to alert you to the situation as you may well desire to inspect the damage in the near future. it probably would be well to telephone (386-1586) in advance, so, I will be home.

Yours truly,
(Mrs) Barbara McD. O'Neill

RECEIVED
TATE HWY ENG
MAR 1 '76
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
MAR
Office of
Assistant State Highway Engineer

8192

5003

FILED
JAN 13 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 13 9 10 AM '76
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 9, 1976

Protecto Wrap Company
2255 South Delaware Street
Denver, Colorado 80223

Attention: Robert M. Sandvick
Manager of Construction Products

NOTED O
1-15-76

Gentlemen:

This is in response to your letter of January 5, 1976, advising us that Sealant Systems, Inc. (subcontractor) owes you for bridge waterproofing materials in the amount of $22,194.50.

From the description given in your letter, this appears to be in connection with the following Babler Bros., Inc. contracts: (1) Contract No. 8192, Mitchell Point-East Hood River Interchange Section of the Columbia River Highway in Hood River County; (2) Contract No. 8235, Rowena-The Dalles Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company furnished the performance bonds on both contracts. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 13 1976
SECRETARY of STATE
DIVISION of AUDITS

CWH:rw

cc: Babler Bros., Inc.
4617 SE Milwaukie Avenue
Portland, OR 97202

The Travelers Indemnity Company
Surety Dept.
707 SW Washington St.
Portland, OR 97205

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
JAN 1 1 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Protecto Wrap Company
2255 SOUTH DELAWARE STREET
DENVER, COLORADO 80223
777-3001

January 5, 1976

Mr. Head
Manager of Commission Services
Room 121
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

We find it necessary at this time to request a lien be filed against Babler Bros., P. O. Box 02008, Portland, Oregon, for Oregon Highway Projects #8192 and #8235.

Our firm has furnished bridge waterproofing materials to Sealant Systems, Inc., who worked as subcontractors on the aforementioned projects. Invoices for the materials supplied total $22, 194.50 (copies are attached).

Please contact me if any additional information is necessary regarding this matter.

Sincerely,

ROBERT M. SANDVICK
Manager of Construction Products

RMS/nm

State of Colorado - City and County of Denver
Subscribed and sworn to before me this 5th day of January 1975.
Witness my hand and seal.
My commission expires June 19, 1979.

Notary

cc: Babler Bros.
Sealant Systems

RECEIVED
JAN 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

#2132 12-3-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-2(57)57

STATE PROJECT NO.
Mitchell Point - East Hood River Interchange Section

COUNTY NAME
Hood River

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-813

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	August 15, 1975	Interstate Route 80N
		STATE ROUTE NUMBER Columbia River Highway Route #2

GENERAL LOCATION:
I-80N 0.7 miles east of Hood River, west 5.72 miles.

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for the City of Hood River's water line effective August 15, 1975. Reimbursement on an actual cost basis estimated to be $2,975.36 - federal funds $2,746 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Minor Program Change and Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of April 8, 1975 approved this project for inclusion in the Federal-aid program. As requested in Mr. Rulien's November 25, 1975 letter I approve the minor program change adding to the character of the proposed work utility adjustments to be included in the construction phase of the subject project. Participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

I approve the agreement with the City of Hood River consisting of your Utility and Railroad Engineer's letter, the City of Hood River's October 27, 1975 letter and the plans and estimate furnished by Mr. Cartwright's November 18, 1975 letter.

Mr. Ted Inloes' Affidavit of the City of Hood River's property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-3-75	C R Burghardt	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

November 25, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-80N-2(57)57

We request your approval of a minor program change to Item No. 813, Project No. I-80N-2(57)57, "Mitchell Point-E. Hood River Interchange Section", to add to the "Character of Proposed Work" utility adjustment including preparatory work.

The only utility work presently involved is adjustment of the water facilities for the City of Hood River. Authorization to proceed with the work was given verbally by your Mr. Bryant on August 15, 1975.

This change makes an increase of $3,000 in the estimated total cost requiring $2,768 in Federal funds. Reimbursement will be claimed on an actual cost basis.

JG:ljt

cc: Jack Cartwright
D. E. Swan

192

. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
I-80N-2(57)57

STATE PROJECT NO.
Mitchell Pt-E. Hood R. Int

COUNTY NAME
Hood River

PROGRAM NO.

ITEM NO.
I-813

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

OM:
L. Green, Division Engineer
alem, Oregon

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 24 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

ATE PS&E APPROVED
April 16, 1975

DATE AUTHORIZATION EFFECTIVE
April 16, 1975

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Columbia River Highway #2

ENERAL LOCATION:
I-80N, 0.7 miles east of Hood River
West 5.72 miles

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, sign and guardrail

OU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
xx☒ OTHER (Specify)
Slide Correction - $5,000
Perm. Pavement Striping - $4,000
Stage Const. Striping - $1,000
Temp. Erosion Control - $5,000
Adjust Bridge Drains - $1,000
Grout Cracks in Girders - $2,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 14, 1975 request and certifying statements are accepted.

PS & E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

4-24-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
04-22-75

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt

TITLE
for Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA 121 (Rev. 5-73)

8192

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 16, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project I-80N-2(57)57
Mitchell Point-East Hood River Section
Mandatory Disposal Site

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Mr. Versteeg's April 7, 1975 letter requested approval to designate an area owned by the Port of Hood River as a mandatory disposal site for approximately 25,000 CY of excess material from the subject project. Since the intent is to use the material to increase the height of an existing dike and not to extend the dike or otherwise deposit the material in the Columbia River, there should be no environmental impacts. For this reason, we concur in your request.

4-18-75
cc. Versteeg

Valach
for G. L. Green

TE
JOHNS

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR
Info | Inves | R.J. | D.R. | Sen | A.I. | File

RECEIVED
APR 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

✓

4-8-75

1192

Transaction number 4-59

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-8-75
BY (Signature): Mr. Rulien's April 3, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 813 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
13	I-80N-2(57)57	5.72	3,800,000	3,500,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Mitchell Point-East Hood River Interchange Section Hood River County-State of Oregon.	High type pavement overlay with safety revisions of roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

4-14-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENGR.
APR 11 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | ✓

REMARKS (Division)

RECEIVED
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED
DATE ______ SIGNATURE AND TITLE ______

APPROVED
DATE: 4-8-75
SIGNATURE AND TITLE:
G. L. Green, Division Engineer
for

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 4, 1974

In reply refer to: 10-41-A1

SUBJECT: Oregon Project I-80N-2(-)56
Mitchell Point-Hood River
Columbia River Highway
Overlay Request

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information submitted with Mr. Wolfe's March 28, 1974 letter, the 4-inch asphaltic concrete overlay with nominal leveling plus a 1-inch open graded plant mix seal appears warranted and is therefore approved.

NOTED
E. S. HUNTE

J K Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 10 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4-11-74
Copy Wolfe
Verstaeg
Hardt

RECEIVED
APR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7192

R

Robert W. Straub
XXXXXXXXXXX

April 3, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Projects I-80N-2(57)67

We are submitting program data for one project Item No. 813, Project No. I-80N-2(57)67, "Mitchell Point-E. Hood River Interchge. Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intention to recive bids for this project on May 8, 1975.

We request a waiver of District [illegible] Clearinghouse A-95 review based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes, ramps and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHTO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Encl.

LWR:vm

4-3-75

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-3-75

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-80N, 0.7 mi. E of Hood River, W 5.72 mi. 65	ADT	PRESENT 10,500	FUTURE (66) 18,900 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave, Sign, G-rail 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 80-2

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Hood River CODE 027 (14)
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. I · FEDERAL-AID I-80N (32) · STATE 2 (36) · (37) U.S. I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-80N, 0.7 mi. E of Hood River, W 5.72 mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Mitchell Point - E. Hood Riv. Intchge. Sec."	5.72	3,800,000	3,500,000	300,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	5.72	3,800,000 (16) (23)	3,500,000 (24) (33)	300,000	
1	14	PROGRAM APPROVAL DATES					REMARKS	

REMARKS

Additional Data: Item Nos.
Project Nos. I-80N-2(25), (2
respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-3-75

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
80N, 0.7 mi. E of Hood River, W 5.72 mi.		10,500	18,900	95	10	Oregon	41	042	813

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ave, Sign, G-rail								I-	80-2	(57)	57	N

Interstate

COUNTY NAME	CODE
Hood River	027

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2	I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

- - -

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-80N, 0.7 mi. E of Hood River, W 5.72 mi.						Gr., dr., & overlay, with AC pave. 4-12' lanes with 10' R & 6'L shldrs. & 8.4 min. median. Safety revisions of roadway slopes, signs, guard-rail, median barrier, minor drainge strs. & other appurtenances
OW								
ONST (CODE) afety) 6201		"Mitchell Point - E. Hood Riv. Intchge. Sec."	5.72	3,800,000	3,500,000	300,000		ROW - 200' normal; Access control - full; Parking restrictions-Complete.
		PROJECT TOTALS	5.72	3,800,000	3,500,000	300,000		

PROVAL DATES

REMARKS

Additional Data: Item Nos. 228,285,329 & 752; Project Nos. I-80N-2(25), (29), (32) & (54), respectively.

-over-

MITCHELL POINT-E. HOOD RIVER INTCHGE. SECTION

PROJECT NO. I-80N-2(57)57

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right shoulder and 6-foot normal left shoulders and 8.4-foot minimum median; (2) safety revisions to bring to present Interstate Standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

(b) Dist. 9 Clearinghouse - - - Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

FHPM 7-7-2 Requirements: Negative environmental declaration concurred in by FHWA on December 10, 1973.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under provisions of par. 6c.

(b) Location/Design - - - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order 7-2(2), on this project will be determined at P stage and the number stipulated in the PS & E do

(2) The project qualifies as a "Safety Improvement under the provisions of FHPM 6-8-2.1 as the work than the overlay, is for the correction of roads features identified as hazardous in the AASHTO "Highway Design and Operational Practices Relate Safety".

(3) This project is in Congressional District No. 2

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - - - - $2,7
Safety Revisions (Y codes 002,007,101, 106) - - - - 1,

Total Est. Cost $3,8

MITCHELL POINT-E. HOOD RIVER INTCHGE. SECTION

PROJECT NO. I-80N-2(57)57

The work consists of (1) grade, drain and overlay oncrete pavement the existing facility consisting of anes with 10-foot right shoulder and 6-foot normal and 8.4-foot minimum median; (2) safety revisions esent Interstate Standards the roadway slopes, signs, ian barrier, minor drainage structures and other

uirements:

State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

Dist. 9 Clearinghouse - - - Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

uirements: Negative environmental declaration concurred December 10, 1973.

uirements:

Public Hearings - - - Not required under provisions of par. 6c.

Location/Design - - - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

Data for PR-37:

Pavement (Type Code 6201) - - - - - - - - - - - - - -	$2,700,000
Safety Revisions (Y codes 002,007,101, 106) - - - -	1,100,000
Total Est. Cost	$3,800,000

8192 R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Mitchell Point-Hood River
Columbia River Highway (FAR 1)
Hood River County

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures, underdesign, deflection, present condition, and the "Williams Method" were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be answered promptly.

Your approval of the four-inch asphaltic concrete overlay with leveling, plus one-inch open graded plant mix seal, is requested.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attach (2)

JWF:af jp

cc: E.S. Hunter
Clarence Gregg

RECEIVED
MAR 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Mitchell Point-Hood River
Highway: Columbia River (FAR 1)
County: Hood River
Prefix: 614-1986

Res. Engr.
Approx. Length 5.7± miles
Sta. 936+00± to Sta. 1235+00±
Date March 19, 1974

Mean Truck A.D.T. 1421
Traffic Coefficient 10.2 (1974-1983)
18 kip s. a. per day 731.3

Annual Precipitation 37"±
Frost Penetration 16" - 20"
CBE Total Requirement 28.0"

(1)
Typical Soil

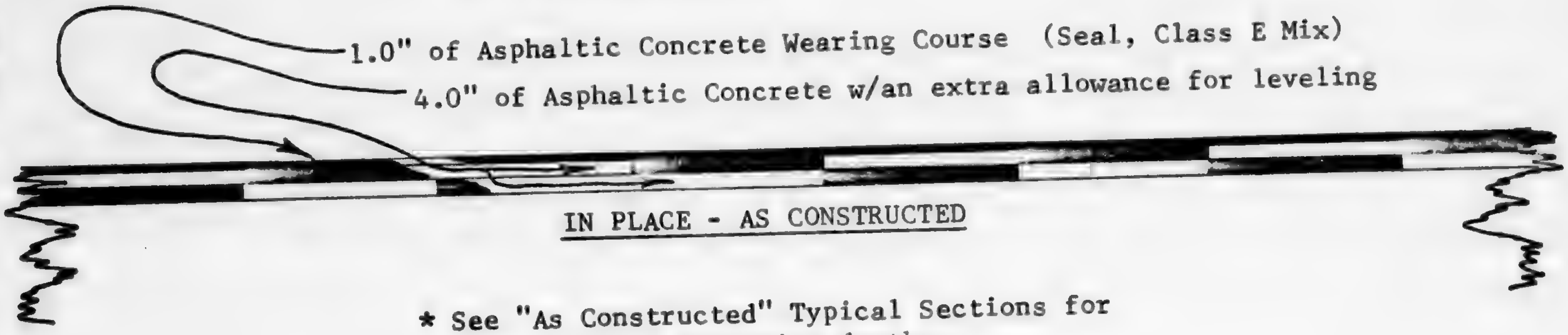
50	LL
0	PI
83	%P 10
22	%P 200
17	% Gravel
32	% C Sand
29	% F Sand
19	% Silt
3	% Clay
22	R Value
A-2-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	OVERLAY	
---	1.0	A.C.W.C.
8.0	4.0	A.C.
	*IN PLACE - AS CONSTRUCTED	

STRUCTURAL SECTION
OVER EXISTING ROADWAY (Where Utilized)


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)
4.0" of Asphaltic Concrete w/an extra allowance for leveling
IN PLACE - AS CONSTRUCTED

* See "As Constructed" Typical Sections for existing surfacing depths.

(1) Silty Sand

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A. (2)
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

SECTION: Mitchell Pt.-Hood River
HIGHWAY: Columbia River (FAR 1)
COUNTY: Hood River

"OTHER ROADS"

Traffic Coefficient	A.C. W.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE	1.0"	2.0"	12.0"	---	---	28.0"	15.0"
9.0 - 10.0		2.0"	9.0"	---	4.0"	26.0"	15.0"
8.0 - 9.0		2.0"	8.0"	---	4.0"	23.5"	14.0"
7.0 - 8.0		2.0"	6.0"	---	5.0"	21.0"	13.0"
6.0 - 7.0		2.0"	2.0"	---	10.0"	18.0"	14.0"
4.8 - 6.0		2.0"	---	---	11.0"	15.0"	13.0"
Cars Only		2.0"	---	---	* 8.0"	11.0"	10.0"

* Thickness increased to bring total Actual Thickness up to one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 19, 1974

TO Victor D. Wolfe, Location Engineer

FROM C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Mitchell Point-Hood River
Columbia River Highway (FAR 1)
Hood River County

Following is a report on the evaluation of the pavement structural sections from Station 936+00± to Station 1235+00± of the subject project. Grading and paving were completed under at least five separate contracts.

The existing pavement structural sections for the original project were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original project, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Contract #6211 (1963-1964)

Asphaltic Concrete Wearing Surface	CBE = 1.8"
Asphaltic Concrete Base Course	CBE = 1.9"
Aggregate Base	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections and "Project Base Design", A-1 through A-1-e; Laboratory letter and reports, A-2 through A-2-e; and Traffic Analysis sheets, A-3 and A-3-a.

E.B. Station 936+00± - Station 1181+00±
W.B. Station 953+50± - Station 993+00±
W.B. Station 1181+00± - Station 1235+00±

Design R Value = 22
Traffic Coefficient = 11.1 (1963-1983)
CBE Requirement = 30.5"
Constructed CBE = 21.5"
Total Underdesign = 9.0"
Asphaltic Concrete Overlay Required = 4.5"

Deflection Method

The overlay thickness required by deflection measurements for the eastbound lanes only is shown below, and a summary of the tests is attached, A-4.

E.B. Station 936+00± - Station 1235+00±

Average Deflection = 0.014
Evaluated (80%) O.W.T. = 0.018
1974-1983 Traffic Coefficient = 10.2
Ten Year E.W.L.
(Remainder of design period) = 32,803,700
Tolerable Deflection = 0.010
Percent Reduction Required = 44.4
Crushed Base Equivalent Required = 5.6"
Asphaltic Concrete Overlay Required = 2.8" or 3.0"

Condition Survey Method

Four test holes were drilled in the subject section in 1966. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. A summary of the test holes and laboratory results is shown as A-5.

Station 936+00± - Station 1235+00±

R Value = 22
Traffic Coefficient = 10.2 (1974-1983)
CBE Required Thickness = 28.0"
A.C. (Average) = 4.0" x 1.5" = 6.0"
Base (Average) = 18.0" x 0.5" = 9.0"
CBE Deficiency = 13.0"
A.C. Deficiency = 6.5"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-6 through A-6-b.

Station 936+00± - Station 1235+00±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1964 - Year opened to traffic
1966 - Year pavement reached $P_t = 2.5$ (From letter dated February 19, 1974, from R. J. VanCleave, Region 4 Geologist, to C. J. Gregg, Base Design Engineer)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 4.5 (Based on R = 22)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and 18 kip Traffic Analysis Sheets.

1964 - 1966 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 686.5
Total 18 kip Loads (1964 - 1966) = 501,170

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.97

1964 - 1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 745.7
Total 18 kip Loads (1964 - 1983) = 5,171,384

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.97

SN Required = 3.97 + 0.40 (10% Safety Factor) = 4.37
SN Supplied (Opening to 1966) = 2.97
SN To be added = 1.40

CBE Required = 1.40/0.14 = 10.0"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (10.0") = 5.0"

Recommendations

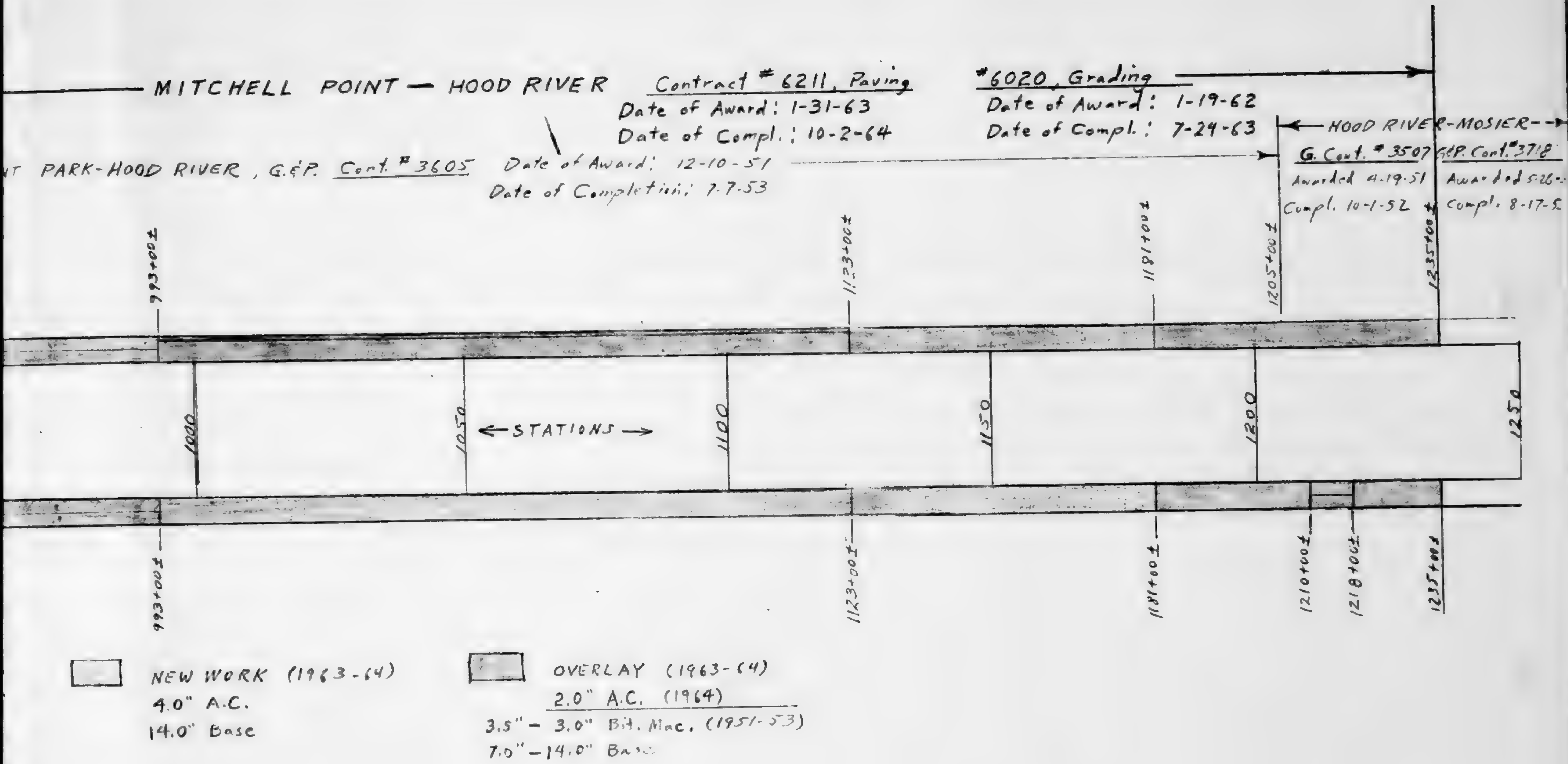
The data presented above indicates that a minimum of four inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place four inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

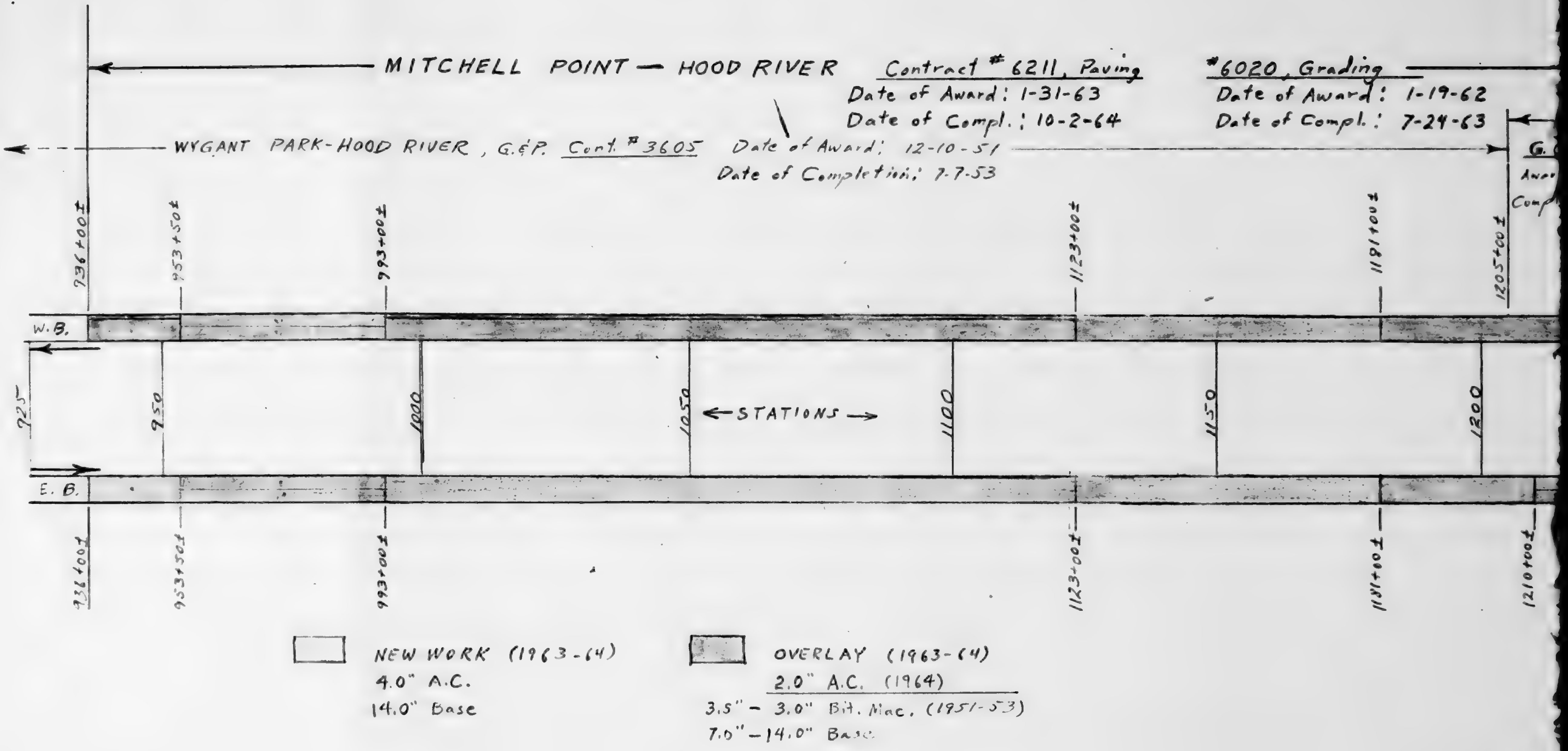
CJG:af

Mitchell Point-Hood River
Columbia River Highway (FAR 1)
Hood River County

INDEX TO ATTACHMENTS

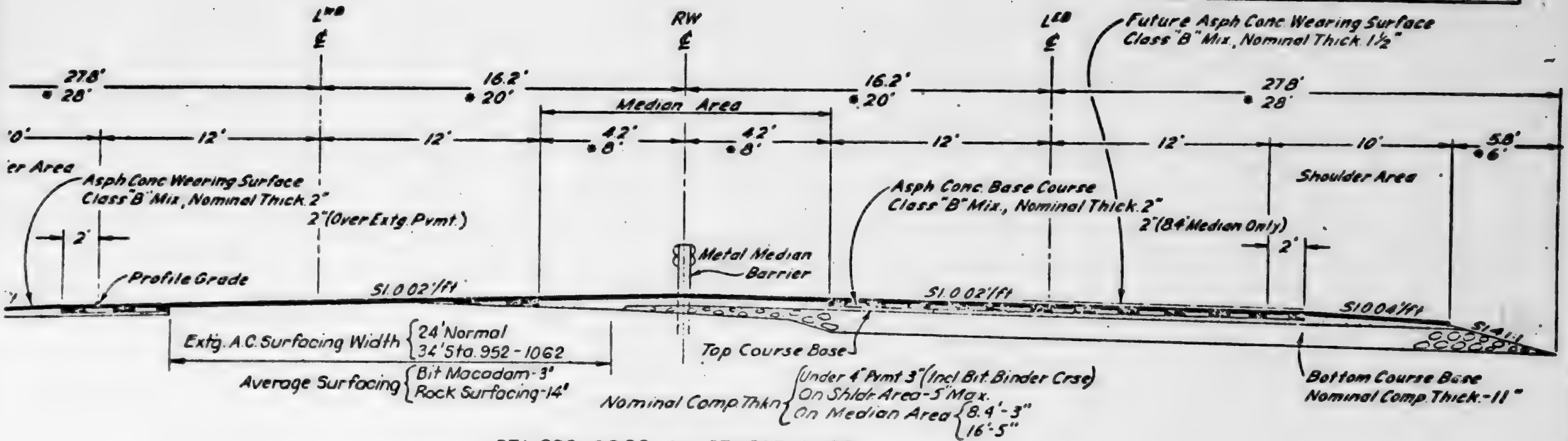
Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections, 1963	A-1, A-1-a, and A-1-b
Base Design and Revised Overlay Design, 1962 and 1964	A-1-c, A-1-d and A-1-e
Laboratory Letter	A-2
Laboratory Reports (Core Tests)	A-2-a, A-2-b and A-2-c
Laboratory Report (Aggregate)	A-2-d
Laboratory Report (Mix Design)	A-2-e
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4
Summaries of Test Holes and Laboratory Reports	A-5
Traffic Analysis for "Williams Method"	A-6, A-6-a and A-6-b

MITCHELL POINT — HOOD RIVER
Contract # 6211, Paving
Date of Award: 1-31-63
Date of Compl.: 10-2-64
#6020, Grading
Date of Award: 1-19-62
Date of Compl.: 7-24-63
HOOD RIVER-MOSIER
G. Cont. # 3507
Awarded 4-19-51
Compl. 10-1-52
G.&P. Cont. # 3718
Awarded 5-26-
Compl. 8-17-5
NT PARK-HOOD RIVER, G.&P. Cont. # 3605
Date of Award: 12-10-51
Date of Completion: 7-7-53
993+00±
1123+00±
1181+00±
1205+00±
1235+00±
1000
1050
STATIONS
1100
1150
1200
1250
993+00±
1123+00±
1181+00±
1210+00±
1218+00±
1235+00±
NEW WORK (1963-64)
4.0" A.C.
14.0" Base
OVERLAY (1963-64)
2.0" A.C. (1964)
3.5" - 3.0" Bit. Mac. (1951-53)
7.0" - 14.0" Base

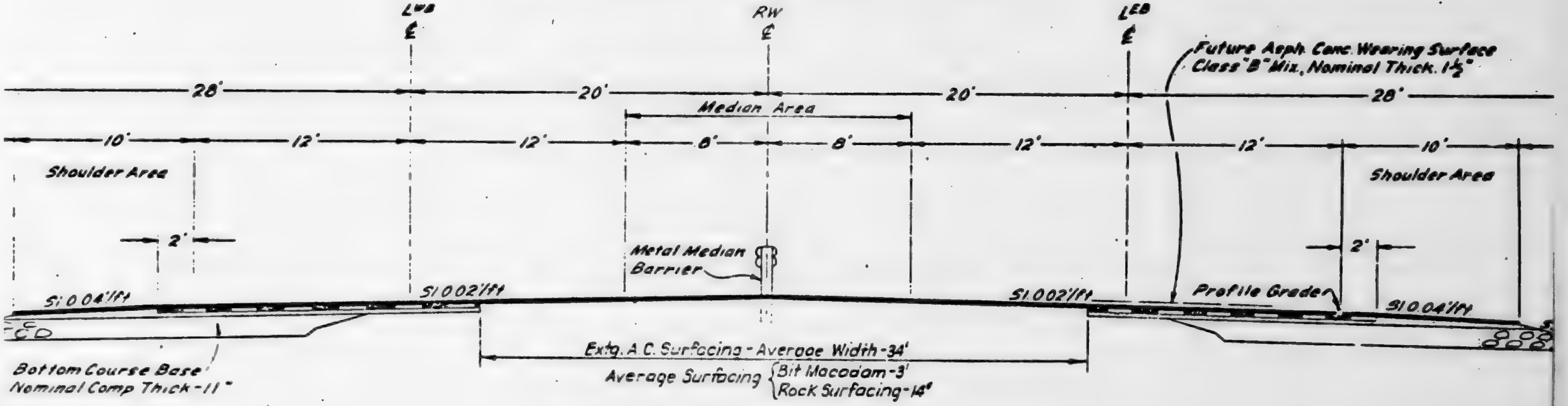

MITCHELL POINT — HOOD RIVER
Contract # 6211, Paving
Date of Award: 1-31-63
Date of Compl.: 10-2-64
#6020, Grading
Date of Award: 1-19-62
Date of Compl.: 7-24-63
WYGANT PARK-HOOD RIVER, G.&P. Cont. # 3605
Date of Award: 12-10-51
Date of Completion: 7-7-53
936+00±
953+50±
993+00±
1123+00±
1181+00±
1205+00±
1210+00±
W.B.
E.B.
925
950
1000
1050
1100
1150
1200
← STATIONS →
NEW WORK (1963-64)
4.0" A.C.
14.0" Base
OVERLAY (1963-64)
2.0" A.C. (1964)
3.5" - 3.0" Bit. Mac. (1951-53)
7.0" - 14.0" Base

REVISED AS CONSTRUCTED
10-18-65 CONTRACT 6211

MITCHELL POINT-HOOD RIVER SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				Sheet No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(29)56		See Index


LWB ℄
RW ℄
LEB ℄
Future Asph Conc Wearing Surface Class "B" Mix, Nominal Thick. 1½"
27.8'
• 28'
16.2'
• 20'
Median Area
16.2'
• 20'
27.8'
• 28'
10'
12'
12'
4.2'
• 8'
4.2'
• 8'
12'
12'
10'
5.8'
• 6'
Shoulder Area
Shoulder Area
Asph Conc Wearing Surface Class "B" Mix, Nominal Thick. 2"
2" (Over Extg. Pvmt.)
Asph. Conc. Base Course Class "B" Mix., Nominal Thick. 2"
2" (8.4' Median Only)
2'
2'
Metal Median Barrier
Profile Grade
Sl. 0.02'/ft
Sl. 0.02'/ft
Sl. 0.04'/ft
Sl. 1½:1
Extg. A.C. Surfacing Width {24' Normal / 34' Sta. 952 - 1062
Average Surfacing {Bit Macadam - 3" / Rock Surfacing - 14"
Top Course Base
Nominal Comp Thkn {Under 4" Pvmt 3" (Incl Bit Binder Crse) / On Shldr Area - 5" Max. / On Median Area {8.4' - 3" / 16' - 5"
Bottom Course Base Nominal Comp Thick. - 11"

STA. 936+00.00 to STA 937+34.09
937+34.09 to 953+39.50 (Taper Section)
992+85.42 to 1057+91.57
1057+91.57 to 1066+37.95 (Taper Section)
• 1066+37.95 to 1098+44.24
1098+44.24 to 1122+87.02 (Taper Section)


LWB ℄
RW ℄
LEB ℄
Future Asph. Conc. Wearing Surface Class "B" Mix, Nominal Thick. 1½"
28'
20'
Median Area
20'
28'
10'
12'
12'
8'
8'
12'
12'
10'
Shoulder Area
Shoulder Area
2'
2'
Metal Median Barrier
Profile Grade
Sl. 0.04'/ft
Sl. 0.02'/ft
Sl. 0.02'/ft
Sl. 0.04'/ft
Extg. A.C. Surfacing - Average Width - 34'
Average Surfacing {Bit Macadam - 3" / Rock Surfacing - 14"
Bottom Course Base Nominal Comp Thick - 11"

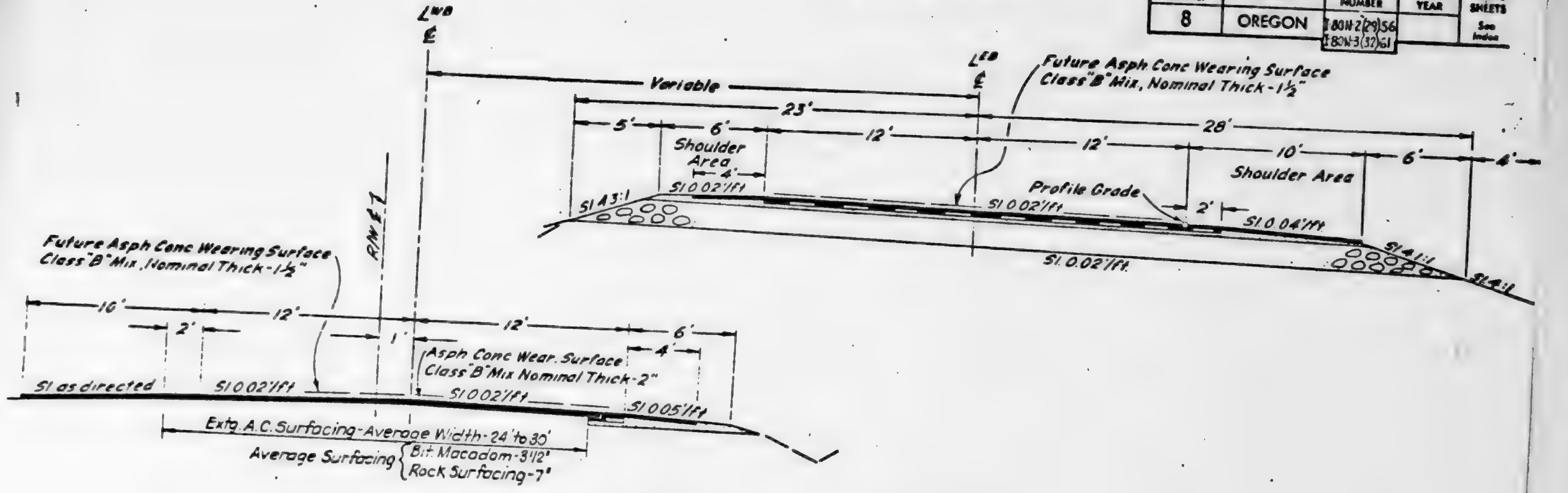
(For Surfacing Details Not Shown, See Section Above)

STA 953+39.50 to STA 984+76.38
984+76.38 to 992+85.42 (Taper Section)

A-1

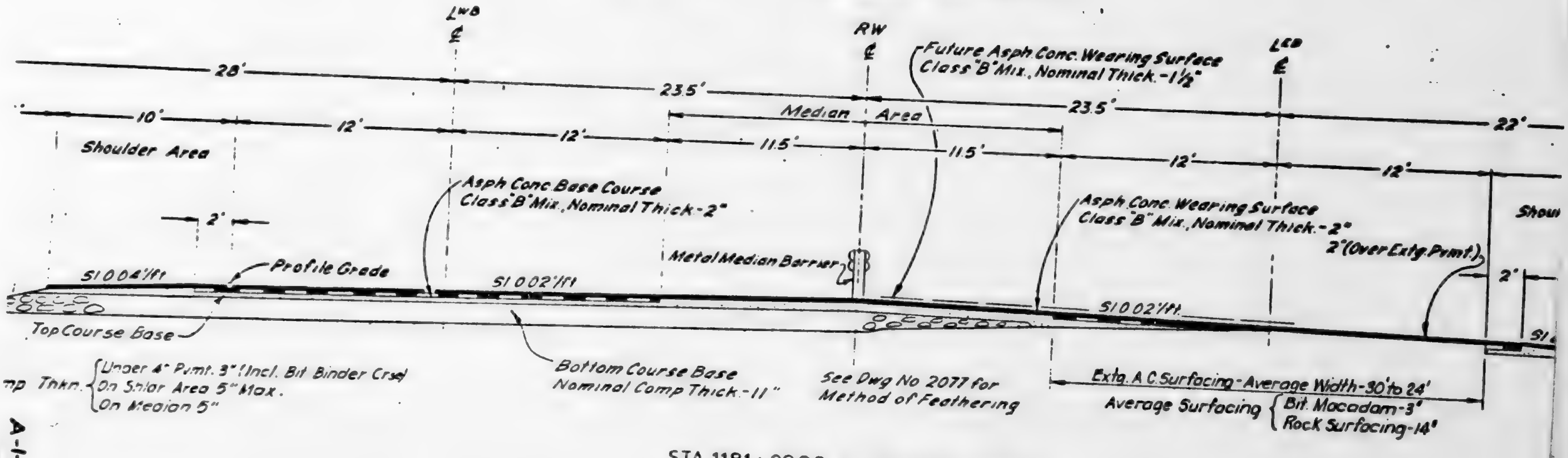
REVISED AS CONSTRUCTED
10-18-65 CONTRACT 6211

MITCHELL POINT-HOOD RIVER SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY					Sheet No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
8	OREGON	I-80N-2(29)56 I-80N-3(32)61			See Index



LWB ℄
Variable
LEB ℄
Future Asph Conc Wearing Surface Class "B" Mix, Nominal Thick - 1½"
23'
5'
6'
12'
12'
28'
10'
6'
4'
Shoulder Area
4'
Shoulder Area
Profile Grade
2'
Sl 4:3:1
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.04'/ft
Sl 4:1
Sl 4:1
Sl 0.02'/ft
RW ℄
Future Asph Conc Wearing Surface Class "B" Mix, Nominal Thick - 1½"
10'
2'
12'
1'
12'
6'
4'
Asph Conc Wear. Surface Class "B" Mix Nominal Thick - 2"
Sl as directed
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.05'/ft
Extg. A.C. Surfacing - Average Width - 24' to 30'
Average Surfacing { Bit. Macadam - 3½" Rock Surfacing - 7"

(For Surfacing Details Not Shown, See Section Below)
STA. 1122+87.02 to STA. 1165+95.95
1165+95.95 to 1181+29.08 (Taper Section)



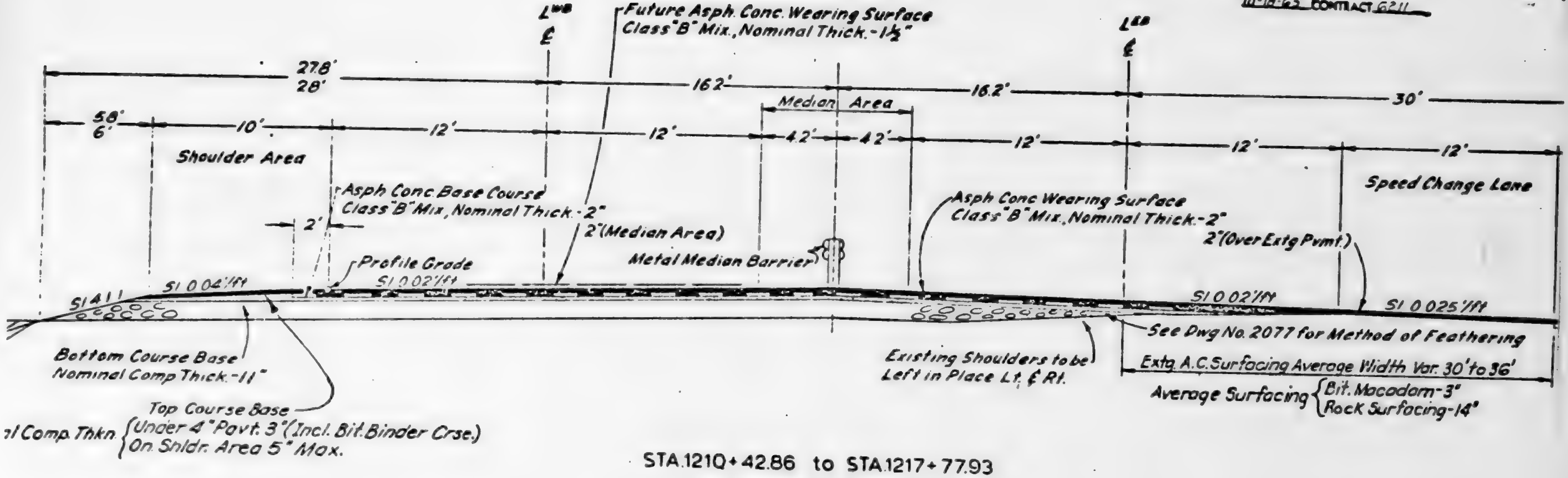
LWB ℄
RW ℄
Future Asph. Conc. Wearing Surface Class "B" Mix, Nominal Thick. - 1½"
LEB ℄
28'
23.5'
23.5'
22'
10'
12'
12'
Median Area
11.5'
11.5'
12'
12'
Shoulder Area
Shou
Asph. Conc. Base Course Class "B" Mix, Nominal Thick - 2"
Asph. Conc. Wearing Surface Class "B" Mix, Nominal Thick. - 2" 2" (Over Extg. Pvmt.)
2'
2'
Sl 0.04'/ft
Profile Grade
Sl 0.02'/ft
Metal Median Barrier
Sl 0.02'/ft
Sl
Top Course Base
Bottom Course Base Nominal Comp Thick. - 11"
See Dwg No 2077 for Method of Feathering
Extg. A.C. Surfacing - Average Width - 30' to 24'
Average Surfacing { Bit. Macadam - 3" Rock Surfacing - 14"
mp Thkn. { Under 4" Pvmt. 3" (Incl. Bit Binder Crse) On Shlar Area 5" Max. On Median 5"

STA. 1181+29.08 to STA 1191+42.85
1191+42.85 to 1210+42.86 (Taper Section)

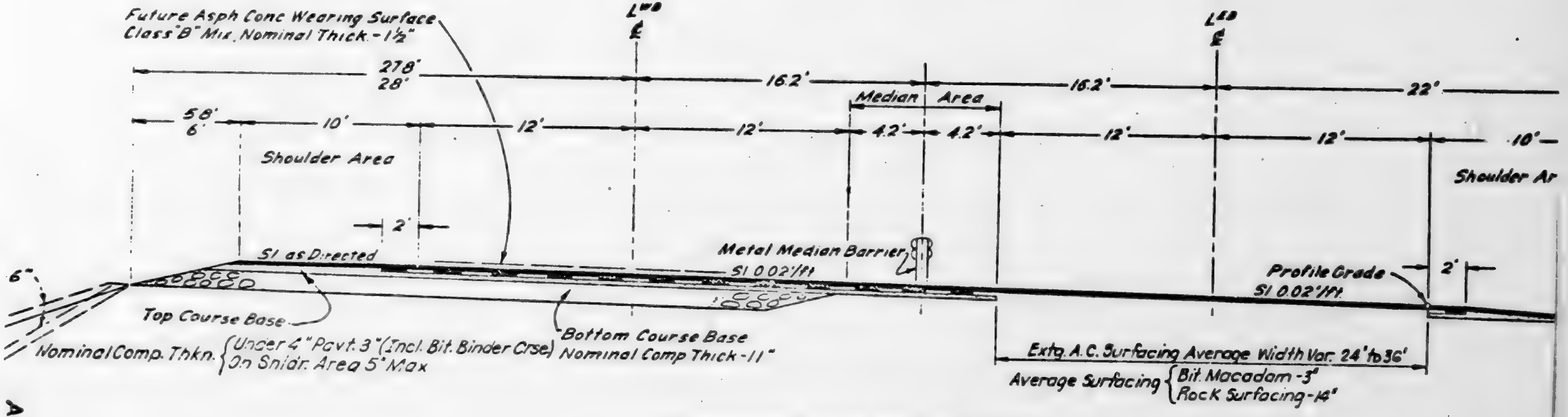
A-1-a

MITCHELL POINT-HOOD RIVER SEC. COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(29)56 I-80N-3(32)61		See Index

REVISED AS CONSTRUCTED
10-19-65 CONTRACT 6211


Lᵂᴮ ℄
Lᴱᴮ ℄
Future Asph. Conc. Wearing Surface Class "B" Mix, Nominal Thick.-1½"
27.8'
28'
16.2'
16.2'
30'
Median Area
5.8'
6'
10'
12'
12'
4.2'
4.2'
12'
12'
12'
Shoulder Area
Speed Change Lane
Asph Conc Base Course Class "B" Mix, Nominal Thick.-2"
2"(Median Area)
2'
Profile Grade
Sl 0.02'/ft
Metal Median Barrier
Asph Conc Wearing Surface Class "B" Mix, Nominal Thick.-2"
2"(Over Extg Pvmt.)
Sl 4:1
Sl 0.04'/ft
Sl 0.02'/ft
Sl 0.025'/ft
See Dwg No. 2077 for Method of Feathering
Bottom Course Base Nominal Comp Thick.-11"
Existing Shoulders to be Left in Place Lt. & Rt.
Extg. A.C. Surfacing Average Width Var. 30' to 36'
Average Surfacing {Bit. Macadam-3" Rock Surfacing-14"
Top Course Base
l Comp. Thkn. {Under 4" Pvmt. 3" (Incl. Bit. Binder Crse.) On Shldr. Area 5" Max.

STA.1210+42.86 to STA.1217+77.93


Future Asph Conc Wearing Surface Class "B" Mix, Nominal Thick.-1½"
Lᵂᴮ ℄
Lᴱᴮ ℄
27.8'
28'
16.2'
16.2'
22'
Median Area
5.8'
6'
10'
12'
12'
4.2'
4.2'
12'
12'
10'
Shoulder Area
Shoulder Ar
2'
Sl as Directed
Metal Median Barrier
Sl 0.02'/ft
Profile Grade
Sl 0.02'/ft
2'
6"
Top Course Base
Nominal Comp. Thkn. {Under 4" Pvmt. 3" (Incl. Bit. Binder Crse) On Shldr. Area 5" Max
Bottom Course Base Nominal Comp Thick-11"
Extg. A.C. Surfacing Average Width Var. 24' to 36'
Average Surfacing {Bit. Macadam-3" Rock Surfacing-14"

(For Surfacing Details Not Shown, See Section Above)

STA.1217+77.93 to STA.1235+00

A-1-b

FORM E-30X 30M 3-63 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1964

SUBJECT: Mitchell Point-Hood River
Columbia River Highway (FA 1)
Hood River County
Contract #6211

To:
F. D. Morgan
Construction Engineer
OFFICE

Attention: C. L. Decker

Attached is a "Project Base Design" with supporting data, recommending a 2" A. C. overlay in addition to the 2 inches A. C. that had originally been approved for this project.

for F. W. Yarbrough
Staff Assistant

FWY:NS

Attachments

Division Geologist ✓
Chief Locating Engineer ✓
[illegible]

Out 7-17-64

A-1-c

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 1 of 2 Pages

Section MITCHELL POINT-HOOD RIVER Highway COLUMBIA RIVER (FA 1) County HOOD RIVER Prefix

Res. Engr. Approx. Length Miles. Sta. to Sta. Date

Truck A.D.T. 800 Traffic Coefficient 10.3 18 kip s.a. per day 560.42.

Annual Precipitation 37"± Frost Penetration 16"-20".

(1)

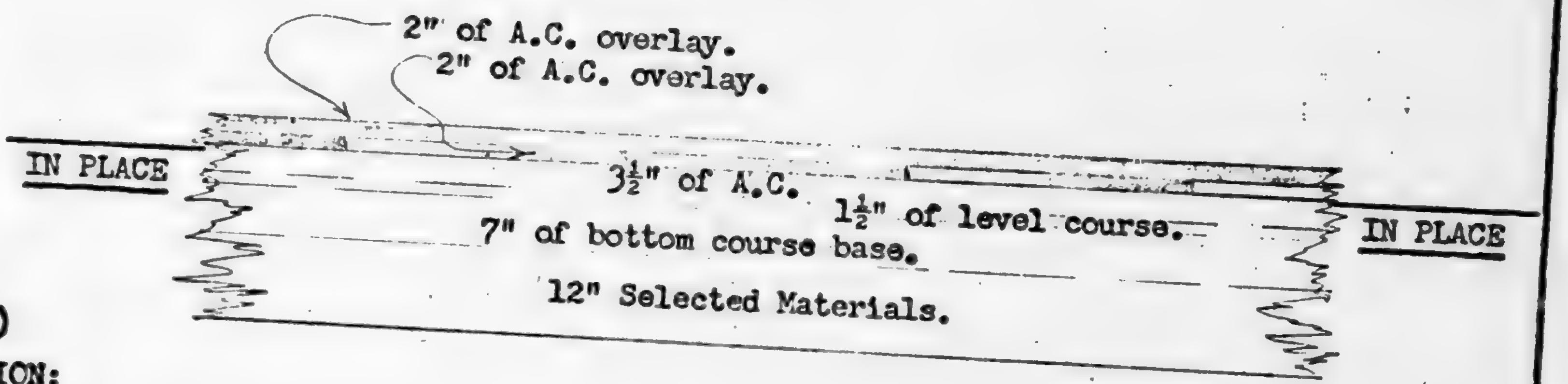
Typical Soil	
38	LL
2	PI
28	%P 10
12	%P200
72	%Gravel
5	%C Sand
12	%F Sand
9	%Silt
2	%Clay
62	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-1-a (0)

MATERIAL SOURCES:

A-1-d

EXISTING ROADWAY



CBE Total Req.	Credit	Actual Thick.	
	8	4	AC overlay
	IN PLACE		
		3½	AC
		1½	Level
		7	Base
		12	Select Material

NOTE:
The "In Place" surfacing thickness shown above was taken from "Plans for Proposed Project, Wygant Park-Hood River", dated October 1951. An additional 2" A.C. overlay for a total of 4" is recommended based on the following information:

Benkelman Beam Deflection Tests (Letter dated 7-8-64 from O.A. White, Ass't Engineer of Materials.)

Depth and Condition of Existing Base (Letter dated 6-26-64 from J. F. Putnam, Ass't Division Engineer, test hole logs and results attached.)

Pictures showing present condition of roadway, dated 7-3-64.

cc:
B.P.R.✓ All
Asst. State Highway Engineer✓ All
Construction Engineer✓ All
Engineer of Materials✓
Division Engineer✓ All
Resident Engineer✓
Office Engineer✓
Design Engineer✓
Division Geologist✓
Chief Locating Engineer✓

Out 7-17-64

Submitted by for Staff Assistant

Recommended by Engineer of Materials

Recommended by Ass't Construction Engineer

Approved by Asst. State Highway Engineer

PAVING **PAVING**

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
REVISED PROJECT BASE DESIGN **REVISED**

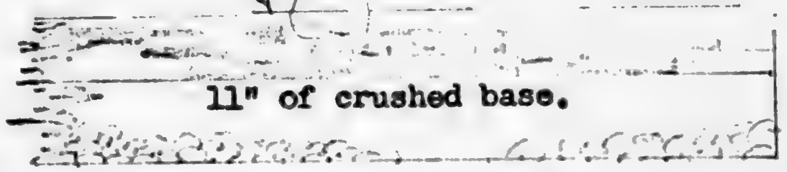
Section MITCHELL POINT - HOOD RIVER Highway COLUMBIA RIVER County HOOD RIVER Prefix 614-1047
Res. Engr. G.A. Starkey Approx. Length of Project 5.7± Miles. Sta. 936± to Sta. 1235± Date 11-4-62

Frost Penetration - 16"-20" TYPICAL SECTIONS Traffic Classif. - VERY HEAVY INTER-STATE

NEW WORK

EXISTING ROADWAY

1½" of A.C. (Future - when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.



(1) Sandy Gravel or Rock

IN PLACE (From Traffic Log)
3½" AC
14" Base
Placed in 1953

P10-28.1

(1) Typical Soil
38 LL
2 PI
12 % P200
(40% Red.)
72 % Gravel or Rock
5 % Coarse Sand
12 % Fine Sand
9 % Silt
2 % Clay
62 "R" Value (Corrected)
AASHO Classif. - A-1-a (0)

Other Traffic Classif.	Total B & W Requirements
Very Heavy	15"
Heavy	14"
Medium Heavy	12½"
Medium	11"
Light	9½"

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
NEW WORK				
			4	AC
			3	P
			11	C Base
			18	Present
		Future	1½	AC
18			19½	Future
OVER EXISTING ROADWAY				
			2	AC
		SEE SECTION		
		Future	1½	AC

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Ass't DEXXXX State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

A-1-e

Submitted by
Staff Assistant

Recommended by
Asst Construction Engineer

Recommended by
Engineer of Materials

Approved by
ASSISTANT Deputy State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1973

SUBJECT: Interstate Overlay Need Study
Mitchell Point - Hood River
Section of I-80N

To: Victor D. Wolfe
Location Engineer
OFFICE

Attached are test reports #990783, 991964 and 73-15544 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1964 on subject project. Review of our files for Contract #6211 and test results for the recently sampled pavement and quarry run aggregate indicate a 1.0 CBE crushed aggregate base and a 1.8-1.9 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. Wilson Jr.

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
J. F. Putnam
C. J. Gregg
G. E. Boyle

Page 1 of 3

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Wearing

Project: Mitchell Point - Hood River
Highway: Columbia River
Contractor: Rogers Construction Co. Completed 1964 No. 6211
Submitted by: R. J. VanCleave
Source of material: Core(1-4)EB MP59.45 STA.1055+60 25'Rt. (5-12) EB MP 60.7 Sta. 1123+00 9' Rt EB ℄ Cores(13-16) WB MP60.2 Sta. 1090+00 29' Lt. Cores (17-22) WB MP57.5 Sta. 951+20 30' Lt.
Sampled or inspected at:
To be used: Overlay Study
Sampled or inspected by: VanCleave, Peterson, Olsen
Quantity represented:

Laboratory No. 990783
Data Sheet No. A40289
Prefix 614-1984-910
Amount charge $706.50
Dept. invoice No.
Date received Dec. 3, 1971
Date reported June 22, 1973

Sample No.	289-1-2-T		289-2-11-T		289-3-1 -T		289-4-21-T	
Station	1055+60		1123+00		1090+0		951+20	
Lane	25' Rt. EB		9' Rt. EB ℄		29' Lt WB ℄		30' Lt WB	
Test pavement, thickness	1.8"		1.8"		1.7'		2.1"	
Overlay patch, thickness								
Gradation of Cores:								
Per cent ret. 1"								
" " (¾" - 1/4")	39.0		35.9		39.7		19.7	
" " (¼" - # 10)	26.6		30.2		27.3		36.8	
" " (#10 - # 40)	16.0		13.6		14.9		21.6	
" " (#40 - #200)	7.1		6.7		7.4		8.8	
(Pass #200)	6.4		8.8		5.9		6.8	
" Asphalt Content	4.9		4.8		4.8		6.3	
Reclaimed asphalt, Pen. @ 77° F	13		13		9		41	
Core lane location								
Bulk sp. gr., in place	2.37	2.37	2.40	2.42	2.36	2.36	2.36	2.3
Bulk sp. gr., recompacted	2.48	2.50	2.52	2.52	2.46	2.48	2.46	2.4
Per cent relative compaction	95.6	94.8	95.2	96.0	95.9	95.2	95.9	95.5
Per cent voids, in place	8.8	9.2	8.0	8.0	9.6	9.6	6.7	7.5
Per cent voids, recompacted	4.6	4.2	3.4	4.2	5.7	5.0	2.8	3.6

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Putnam
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Soils & Geologist
- X R. J. VanCleave
- X R. E. Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. The average asphalt content for wearing surface from contract records is 5.2%. Reclaimed asphalt penetration test results show an increased rate of hardening from low asphalt content.

A-2-a

Form E-[illegible]-[illegible]-1-65

Page 2 of 3

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base

Laboratory No. 990783
Data Sheet No. A40289
Prefix 614-1984-910
Project Mitchell Point - Hood River
Amount charge
Highway
Dept. invoice No.
Contractor No.
Date received Dec. 3, 1971
Submitted by
Date reported June 22, 1973
Source of material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Sample No.	289-1-2-8		289-2-11-8		289-3-14-8		289-4-21-8	
Station	1055+60		1123+00		1090+00		951+20	
Lane	25' Rt. EB		9' Rt. EB ℄		29' Lt. WB		30' Lt. WB	
Test pavement, thickness	1.8"		2.2"		1.9"		1.9"	
Overlay patch, thickness								
Gradation of Cores:								
Per cent ret. 1"								
" " (¾" - 1/4")	38.6		36.9		38.7		38.5	
" " (¼" - # 10)	26.1		24.0		26.1		30.1	
" " (#10 - # 40)	16.9		19.8		16.5		14.1	
" " (#40 - #200)	6.9		7.7		7.6		6.9	
(Pass #200)	5.9		5.9		5.8		5.8	
" Asphalt Content	5.6		5.7		5.3		4.6	
Reclaimed asphalt, Pen. @ 77° F	14		33		29		17	
Core lane location								
Bulk sp. gr., in place	2.33	2.33	2.48	2.48	2.40	2.37	2.38	2.3
Bulk sp. gr., recompacted	2.50	2.50	2.57	2.56	2.53	2.52	2.46	2.4
Per cent relative compaction	93.2	93.2	96.5	96.9	94.9	94.0	96.7	96.0
Per cent voids, in place	9.7	10.0	5.0	5.3	8.0	8.5	8.8	8.5
Per cent voids, recompacted	3.1	3.5	1.5	2.3	3.1	2.7	5.7	4.6

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. The average asphalt content for Base Course from contract #6211 records is 5.5%. This is 0.6% less than design #73-15544.

John C. Jenkins

A-2-6

Page 3 of 3

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Orig. Pavement

Laboratory No. 990783
Data Sheet No. A40289
Prefix 614-1984-910
Amount charge
Dept. invoice No.
Date received Dec. 3, 1971
Date reported June 22, 1973

Project Mitchell Point - Hood River
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Sample No.	289-4-21-OP
Station	951+20
Lane	30' Lt. WB
Test pavement, thickness	2.3"
Overlay patch, thickness	
Gradation of Cores:	
Per cent ret. 1"	
" " (3/4" - 1/4")	37.1
" " (1/4" - # 10)	27.7
" " (#10 - # 40)	17.9
" " (#40 - #200)	6.6
(Pass #200)	5.2
" Asphalt Content	5.5
Reclaimed asphalt, Pen. @ 77° F	22
Core lane location	No Recompacted Sample
Bulk sp. gr., in place	
Bulk sp. gr., recompacted	
Per cent relative compaction	
Per cent voids, in place	
Per cent voids, recompacted	

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. The above test results are for patch or pavement overlayed in 1964 on Contract #6211.

A-2-C

'AT

14

-910

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Interstate Overlay Need Study
Highway Mitchell Point - Hood River
Contractor Columbia River
Submitted by R. J. VanCleave
Contract No. 6211
Completed Sept. 1964
Prefix No. 614-1984-910
County Hood River
F.A. Project No.
Date Reported June 22, 1973
Laboratory Charges $134.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Mitchell Point Quarry, 800' Rt. Sta. 933
To be used Base & AC
Sampled at Quarry Site
Sampled by VanCleave, Peterson & Olsen
Date received Dec. 17, 1971
Date Sampled Dec. 15, 1971
Quantity represented
Sample No.

TEST RESULTS

Laboratory No. 991964
Data Sheet No. A40292
Type of material Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler A 16.1
Specific gravity (Le Chatelier Bulk Gr. 2.78 SSD: 2.82
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent %
Oregon degradation: Pass No. 20 %
Height in.
Strength test, per cent of standard mortar:
Compression
Organic Material, color plate No. %
Absorp. 1.65%

Material as represented by this sample (does) (does not) comply with specifications. Review of contract #6211 re-
ds and the above test results indicate that the crushed stone base as constructed is
a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Putnam
Resident Engineer
Dist. Maint. Supt.
Geologist
Geology and Soils
Files
R. J. VanCleave
G. E. Boyle

Degrades

Bag #	% P#20	Height
1	22.7	1.6
2	21.9	0.6
3	20.3	0.4
4	19.5	0.3
5	22.3	0.7
6	23.9	1.6

T-104 Sodium Sulfate Soundness

Size	% Loss
1½ - 3/4	0.55
3/4-3/8	1.59
3/8-4	1.77

Engineer of Materials

A-2-d
A-2-e

3,280,370
65,

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Laboratory No. 15544
Data Sheet No. 40292
Prefix 614-1984-910
Amount Charge 145 —
Date Received 12/17/72
Date Reported June 22, 1973

Project Mitchell Point - Hood River Mix Type-Class "B" A/C
Contractor: Prime Rogers Const Co Contract No. 6211 Fed. Aid No.
Paving Rogers Const'n Co Paving completed Sept, 1964
Engineer: Region J. F. Putnam Resident G. A. [illegible]
Aggregate: Source 300' Rt. Sta. 933 @ Mitchell Point Type Quarry
Asphalt: Brand Douglas Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6020			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
				Dry	Gradation - test sample washed by Rotarex				
~~% Comb.~~	Bit. Ave.			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	0.2								
½	10.1			11.2	11.1	10.5	10.4		
3/8				14.7	14.5	13.7	13.6		
¼	27.7			14.6	14.4	13.6	13.5		
4	9.4			10.2	10.1	9.5	9.5		
10	18.7			19.4	19.7	18.6	18.5		
40	17.7			18.1	17.9	17.0	16.9		
200	6.0			6.6	6.4	6.1	6.0		
P200	4.5			4.7	5.9	5.6	5.5		
~~No. Ave.~~ A/c 5.5									
Asphalt Content Including 0.1 % Retention						*5.4	6.1		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.53	2.55		
Mix Design % Voids @ 100% Compaction	4.1	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Suff.	Suff.	Suff-Th.	Thick	Thick
Stability Value @ 1st Compaction	37	38	37	40	40
Cohesion " " " "	540	540	617	620	[illegible]
Bulk Sp. Gravity @ 1st Compaction	2.44	2.45	2.48	2.50	2.52
Percent Voids " " "	7.9	6.5	5.0	3.5	1.7
Stability Value @ 2nd Compaction	50	47	47	45	[illegible]
Bulk Sp. Gravity @ 2nd Compaction	2.51	2.53	2.55	2.57	[illegible]
Percent Voids " " "	5.3	3.9	2.3	[illegible]	[illegible]
Real Gravity @ 0% Voids	2.65	2.63	2.61	2.59	2.57

Effect of water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 60/70	5.0	6.0	7.0
Index of Ret. Str. (%)	47	73	[illegible]

*Test results indicate that a minimum asphalt content of 5.9% is required to obtain a 70% Index of retained strength. Review of contract #6211 records, test reports #990783 & 991064 and the above test results indicate a 1.8 CBE wearing surface and 1.9 CBE Base Course asphalt concrete as constructed in 1964. Index of retained strength [illegible] than the [illegible]

Engineer of Materials

FWHA
X Construction
Maintenance
Putnam Regional Engineer
Regional Maint. Eng.
Resident Engineer
1X Soils & Geology
Regional Geologist
2X Files
X R. J. VanCleave

A-2-e

TRAFFIC ANALYSIS

SECTION: MITCHELL POINT - HOOD RIVER

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River County

5,400 Present ADT (1963)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	175	2.3	403	289	450	130,050
3	70	2.3	161	116	1000	116,000
4	60	2.3	138	99	1250	123,750
5	550	2.3	1265	908	3180	2,887,440
6	5	2.3	12	9	2570	23,130
				1421	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,280,370

TWENTY YEAR EWL 65,607,400

TRAFFIC COEFFICIENT 11.1

TRAFFIC ANALYSIS

SECTION: Mitchell Point-Hood River

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River

5400 Present ADT (1963)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	175	2.3	403	289	450	130,050
3	70	2.3	161	116	1000	116,000
4	60	2.3	138	99	1250	123,750
5	550	2.3	1265	908	3180	2,887,440
6	5	2.3	12	9	2570	23,130
				1421	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,280,370

TEN ~~TWENTY~~ YEAR EWL 32,803,700

TRAFFIC COEFFICIENT 10.2

MITCHELL POINT - HOOD RIVER

Columbia River Highway (FAR 1)

Hood River County

Mile Point	O.W.T.	I.W.T.
EB 59.5	0.016	
	0.019	
	0.017	
	0.019	
	0.017	
	0.015	
	0.013	
	0.018	
	0.020	
	0.016	
EB 58.5	0.019	
	0.016	
	0.013	
	0.022	
	0.018	
	0.017	
	0.014	
	0.013	
	0.012	
	0.016	
	0.014	
	0.017	
	0.019	
EB 57.0	0.009	
	0.009	
	0.007	
	0.007	
	0.007	
	0.012	
	0.013	
	0.010	
	0.010	
	0.012	

MITCHALL POINT - HOOD RIVER
Columbia River Highway
Hood River County

M.P. or Station	Hole No.	Depth Inches	Top Size	P 3/4	P4	P40	P200	LL	PI	SE	LAR	P20	Ht.	"R" Value	% Nat. Moist.	AASHO	Textural
M.P. 61.5, WB, 11' Lt.	10	0 - 4.3	A.C.														
		4.3 - 6.3	Level Course														
		6.3 - 16.5	2.0"	81.5	47.0	11.5	5.6	24	0	67.6	—	19.03	0.4	81	—	A-1-a	Si.Sa.Gr.
		16.5 - 27.0	3.0"	74.7	57.0	42.0	8.2	17	0	59.6	—	21.62	0.8	80	8.8	A-1-b	Gr.Sa.
		+27.0	Compared to: 1.5"	99.2	91.3	50.9	22.3	50	0	—	—	—	—	22	—	A-2-5	Si.
M.P. 60.5, EB, 11' Rt.	12	0 - 4.2	A.C.														
		4.2 - 6.2	Level Course														
		6.2 - 19.0	2.0"	82.5	45.7	13.9	7.0	AC	AC	AC	—	24.63	0.8	80	—	A-1-a	Sa.Gr.
		19.0 - 25.0	3.0"	75.4	60.3	32.9	19.2	26	0	13.2	—	41.62	2.2	69	—	A-1-b	Si.Sa.Gr.
		+25.0	Compared to: 1.5"	99.2	91.3	50.9	22.3	50	0	—	—	—	—	22	—	A-2-5	Si.Sa.
M.P. 59.5, WB, 12' Lt.	11	0 - 3.4	A.C.														
		3.4 - 5.4	Level Course														
		5.4 - 8.4	A.C.														
		8.4 - 14.5	2.0"	74.6	37.4	18.3	11.7	23	0	35.8	—	20.78	0.5	68	—	A-1-a	Si.Sa.Gr.
		14.5 - 24.5	3.0"	82.8	68.0	40.0	23.8	34	0	24.4	—	—	—	49	23.4	A-1-b	Gr.Si.Sa.
		+24.5	Compared to: 1.5"	99.2	91.3	50.9	22.3	50	0	—	—	—	—	22	—	A-2-5	Si.Sa.
M.P. 58.75	1	+36.0	1.5"	99.2	91.3	50.9	22.3	50	0	—	—	—	—	22	—	A-2-5	Si.Sa.

TRAFFIC ANALYSIS

1963 - 1983

TWENTY YEAR DESIGN PERIOD

SECTION: Mitchell Pt.-Hood River

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River

5400 Present ADT (19 63)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	175	2.3	403	289	38.25	11,054.25
3	70	2.3	161	116	81.76	9,484.16
4	60	2.3	138	99	105.30	10,424.70
5	550	2.3	1265	908	257.76	234,046.08
6	5	2.3	12	9	213.96	1,925.64
				1421 TOTAL		

18 kip s.a./day 731.3

TOTAL AVERAGE ANNUAL 18 kip s.a. 266,934.83

TWENTY YEAR 18 kip s.a. 5,338,697

RATIO

TRAFFIC ANALYSIS
1964 - 1966
OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Mitchell Pt.-Hood River
HIGHWAY: Columbia River (FAR 1)
COUNTY: Hood River

5400 Present ADT (1963)
16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1964	*EXPANSION FACTOR*	*TOTAL TADT* 1966	*MEAN TADT* 1964-1966	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	186		209	198	38.25	7,573.50
3	75		84	80	81.76	6,540.80
4	64		72	68	105.30	7,160.40
5	586		657	622	257.76	160,326.72
6	5		6	6	213.96	1,283.76
				974 TOTAL		

18 kip s.a./day 686.5
(1964-1966) TOTAL AVERAGE ANNUAL 18 kip s.a. 250,585.18
Total (1964-1966) TWO ~~TWENTY~~ YEAR 18 kip s.a. 501,170
RATIO

TRAFFIC ANALYSIS

1964 - 1983

REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Mitchell Pt.-Hood River

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River

5400 Present ADT (1963)

16 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1964	*EXPANSION FACTOR*	*TOTAL TADT* 1983	*MEAN TADT* 1964-1983	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	186		403	295	38.25	11,283.75
3	75		161	118	81.76	9,647.68
4	64		138	101	105.30	10,635.30
5	586		1265	926	257.76	238,685.76
6	5		12	9	213.96	1,925.64
				1449 TOTAL		

18 kip s.a./day 745.6

(1964-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 272,178.13

Total (1964-1983) NINETEEN ~~TWENTY~~ YEAR 18 kip s.a. 5,171,384

RATIO

8193 Neil Cr. Sec. of Pacific 1975
Hwy S of Ashland
(Grading and paving)

8193

2,

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9037

TO: H. S. Coulter
State Highway Engineer

DATE: June 2, 1981

FROM: C. T. Keasey C T Keasey
Assistant State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT: Emergency Locked Gate Access
Wards Butte Road
Martin Creek-Anlauf Section
Contract No. 9037 I-5

Attached is a request from the Drain Rural Fire District for a locked gate emergency access off the northbound lanes at Wards Butte Road on the subject section.

The location suggested by the Fire District would not be good, but Resident Engineer Doug Greene indicates that it would be quite easy to construct such an access in the southeast quadrant at very little cost since it could use the existing temporary off ramp.

Also attached is a response from John Sheldrake regarding a similar request at the Neal Creek structure south of Ashland on I-5, recommending strongly against granting such a breach in the access control. While we do have quite a few locked gate accesses along our freeways, mostly along I-84 in the Columbia River Gorge for maintenance and emergency use by the railroad and Bonneville Power Administration, I too recommend against granting such accesses where other means of access are available.

Please review this request and favor us with your wishes.

CTK:fr

Att.

cc: Ed Hunter
R. L. Schroeder
Jim Gix

RECEIVED
TECHNICAL SERVICES
JUN 2 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

February 15, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: "Dragnet" Vehicle Arrester

TO: J. H. Versteeg
Head of Engineering

I requested the enclosed material about a year ago. It was somewhat slow in arriving.

It struck me that the dragnet concept might provide a last resort stopping facility on the Neil Creek escape ramp should a vehicle make it all the way through the bed without stopping.

The original report on the equipment, found in Highway Research Record 306, stated that the units were available with up to 25,000 pound pull. The Syro literature mentions only 2500 and 4000 pound pull.

If we assume an 80,000 lb. truck was still traveling 20 MPH on leaving the bed, by my calculations, a pair of 25,000 pound "metal bender" drags could stop it in 30 feet with deceleration of 0.6 "G". Using only two 4000 pound units, the truck would travel 130 feet and stop with deceleration of 0.1 "G".

I tried to get a price from Mr. Colapietro when I talked to him on the phone the other day, but without success. Do you see this as a feasible device if something is needed on the Neil Creek or other truck escape ramps?

JCJ:gs

1 Versteeg ✓
Christensen
George
2 Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

Apparently not needed [illegible] that
presently [illegible]

SYRO STEEL COMPANY

GIRARD, OHIO 44420
216-545-4373

CENTERVILLE, UTAH 84014
801-292-4461

FEBRUARY 7, 1978

STATE OF OREGON HIGHWAY DEPARTMENT
HEAD TESTING LAB
P. O. BOX 14030
SALEM, OREGON 97310

ATTENTION: MR. JOHN C. JENKINS

DEAR MR. JENKINS:

WE HAVE ENCLOSED HEREWITH THE INFORMATION YOU REQUESTED ON THE "DRAGNET VEHICLE SAFETY BARRIER SYSTEM". WE ARE CERTAIN YOU WILL FIND THIS MOST INTERESTING AS WELL AS INFORMATIVE.

THE TECHNICAL INFORMATION YOU HAVE SUPPLIED US WITH HAS BEEN FORWARDED TO OUR ENGINEERING DEPARTMENT FOR THEIR RECOMMENDATIONS AS TO THE EXACT SYSTEM FOR YOUR NEEDS. AS SOON AS THIS IS TABULATED, WE WILL CONTACT YOU REGARDING PRICES AND DELIVERY OF THE UNIT.

IF YOU HAVE ANY FURTHER QUESTIONS AT ALL, PLEASE DON'T HESITATE TO CONTACT US AT ANY TIME.

YOURS VERY TRULY,

SYRO STEEL COMPANY

Robert A. Colapietro
ROBERT A. COLAPIETRO
SALES DEPARTMENT

RAC:CJK
ENCLOSURE
CC: SYRO STEEL COMPANY
WESTERN DIVISION
MR. E. T. JOHNSON

RECEIVED
FEB 13 1978
MATERIALS DIVISION
OFFICE

GUARD RAIL, BRIDGE RAIL & ACCESSORIES - STRUCTURAL PLATE PIPE - HEAVY ROLL FORMING - AGRI-PRODUCTS - PLASTIC HIGHWAY SAFETY PRODUCTS - SOUND BARRIER SYSTEMS - RETAINING WALLS - MINE ROOF MAT - SPECIAL FABRICATIONS, SHEAR, STAMP, BRAKE, WELD, PAINT AND HOT DIP GALVANIZING

"DRAGNET"
VEHICLE SAFETY
BARRIER SYSTEM

SYRO STEEL COMPANY
1170 NORTH STATE STREET
GIRARD, OHIO 44420

216 - 545-4373

INTRODUCTION

HOW IT EVOLVED.

Van Zelm Associates, a division of The Entwistle Company of Providence, Rhode Island have for many years been designers of high speed aircraft arresting gear for the military services. Of primary concern to cognizant military planners was a system which could bring disabled aircraft to a safe, controlled stop with minimum damage. Such a system was designed by Van Zelm utilizing its patented "metal-bender" principle of energy absorption. The system has low inertia properties and arrests aircraft by applying a constant force at all velocities. It has a very small number of moving parts and requires no regular maintenance program for consistent reliable operation.

TRANSITION.

It was but a small and logical step to apply this system to the problem of stopping errant highway vehicles smoothly and safely, with little or no damage to the vehicle or its occupants. In the past decade, Van Zelm has perfected its arresting gear to enable it to present a well established, fully tested system which presents a major step forward in highway safety. This system is known as "Dragnet", deriving its name from the first commercial application - that of stopping a speeding drag racer whose braking parachute failed to deploy.

"APPLIED" DRAGNET.

What then are the potentially dangerous situations in which we can best utilize the many outstanding features of Dragnet in promoting safety on the highways? Some which emerge immediately are deadends on highways or roads, road construction detours, and highway medians at bridge overpasses. Other applications guard against vehicles crashing through ineffective frangible barriers at vacated ferry slips and at open drawbridges. For police use, the Dragnet has proven to be an effective emergency barrier at road blocks.

Dragnet has been demonstrated successfully before State and Federal highway officials and traffic officers from several police departments. Other Dragnet applications in addition to those mentioned above are described in greater detail in this brochure.

DRAGNET OPERATION

THE SYSTEM

The Dragnet Vehicle Safety Barrier consists of three major sub assemblies. The NET ASSEMBLY with arresting cable; A VAN ZELM "METAL BENDER" ENERGY ABSORBER attached at each end of the net; and ANCHORS, attached to each energy absorber. The design of these components varies and is dependent upon the type of usage, the physical characteristics of the site installation, and the amount of protection required. The system is actuated when a vehicle crashes into the net and the arresting cables in the net transmit the kinetic energy of the vehicle to the energy absorbers which absorb this energy to bring the vehicle to a controlled stop. Following an arrestment, Dragnet is quickly returned to operational status by replacing the net assembly and energy absorbers from spares supplied withthe basic system. The energy absorbers may be returned to Van Zelm for refurbishing at nominal cost. The refurbished absorbers and a new net assembly are returned expeditiously and are held in readiness as spares following subsequent net engagements.

THE NET ASSEMBLY is the means by which the kinetic energy of the moving vehicle is transmitted to the energy absorbers. It consists of a 1/4 inch, seven strand, galvanized steel cable loop threaded through a length of 11 gauge galvanized chain link fencing. The net and cable are held erect by thin walled, crushable aluminum tubing which collapses when struck, eliminating possible danger of injury from debris.

In adapting the net assemblies to satisfy requirements of the various Dragnet applications, two basic configurations are employed. A "straight" net is provided wherever a permanent or semi-permanent, fixed net position is permitted. A variation of the straight net made from nylon webbing, portable compact, and speedy to erect is used by law enforcement agencies to set up police roadblocks. A more sophisticated assembly is the semaphore gate net, utilized when an open/closed right-of-way is required. In this configuration the net assembly is attached to semaphore arms which are lowered into position when a potentially dangerous condition is generated.

ANCHOR ASSEMBLIES used with Van Zelm Dragnet Vehicle Safety Barriers vary with application. Where a semi permanent or permanent fixed net assembly is required, such as at road construction detours, dead end streets and roads or at dual level intersections, the anchor consist of a two concentric steel pipes, the inner one connected to the energy absorber and the outer one embedded in concrete. Anchors for the semaphore net consist of a motorized base which can be operated from a remote control station or by electrical or mechanical power at the base. The energy absorber is contained in a cartridge which is easily placed in the anchor base unit. For police roadblock barricades, automobiles, trees, light poles or other fixed objects may be used as emergency anchors. Attachments exist for all of these possible anchors.

THE ENERGY ABSORBERS.

The heart of each Dragnet system is the "metal bender" energy absorber. Each unit consists of a galvanized steel tape enclosed in a steel casing. Tape is manufactured in varying widths and thicknesses according to the braking force required. When a vehicle engages the net assembly, tape is pulled from its container and is directed through a series of staggered steel pins known as the "torture chamber". As the tape passes through this torture chamber it is successively bent back and forth. The resultant cold working of the steel tape absorbs the kinetic energy of the vehicle being arrested. Standard units produce constant braking forces of 2500 and 4000 pounds respectively, or 5000 and 8000 pounds per system. Graphs found in the technical section of this brochure provide information concerning vehicle stopping speeds, distances, and "G" forces encountered. The "constant load" feature of the metal bender energy absorber is independent of vehicle speed, and never exceeds the design loading of the unit.

DRAGNET FEATURES

WEATHER RESISTANCE.

Dragnet components are constructed from rugged corrosion resistant material. Its simple construction and operation requires a minimum number of moving parts. These features make Dragnet ideal for outdoor use. No regular maintenance program is required to maintain the system in operating order.

POSITIVE STOPPING DISTANCE.

Dragnet performance is consistently predictable. In actual operation Dragnet has never failed to function properly and has consistently produced vehicle stopping distances which were within 2% of the calculated theoretical value. Such reliability and accuracy produce an efficient economic design.

MINOR AUTO DAMAGE.

Equal distribution of the braking force over the front end of the automobile prevents any serious damage from occurring. Automobiles halted by Dragnet have sustained only superficial damage. The extent of this damage was minor scratching and abrasion to the paint on the hood and front fender area. No frame bending or serious denting occurred. In all cases, after an engagement, the car was simply backed out of the net and driven away.

SMOOTH STOPPING.

The braking force felt by drivers is firm but smooth. Since Dragnet applies its braking force closer to the automobile center of gravity than the auto's self contained brakes, there is less tendency for the driver to pitch forward. Also the system's geometry permits a gradual load application thus eliminating any sudden jerk when the net is initially contacted.

INSTALLATION EASE.

Dragnet is easily and quickly made operational after an automobile engagement. With spare parts provided, a Dragnet installation can be reset by three regular laborers in about fifteen minutes. Since the auto has not been damaged no elaborate equipment is needed to extricate it from the net, therefore, resetting of the installation can be started immediately. For police use at emergency road blocks where time is critical, the compact lightweight Dragnet can be installed within one minute!

LOW COST.

With its many advantages over other systems, Dragnet barriers are competitively priced with less effective systems. In addition to its low initial cost, Dragnet's low maintenance factor practically eliminates upkeep expenditures. Installation costs are minimal, since for most applications the price of two small concrete anchor foundations represents the most significant outlay. Replacement parts required after an engagement represent a small fraction of the initial cost since more than 90% of the system remains intact.

IN SUMMARY.

We at Van Zelm Associates are confident this initial exposure to our Dragnet Vehicle Safety Barrier will suggest specific applications of the system in your area of responsibility. Our engineers stand ready to assist personally in adapting Dragnet to your requirements.

STRAIGHT NET SYSTEMS

The basic Dragnet system consists of a net assembly with one metal bender energy absorber attached at each end of the net. The energy absorbers are in turn secured to permanent or temporary anchors, depending upon the type of installation.

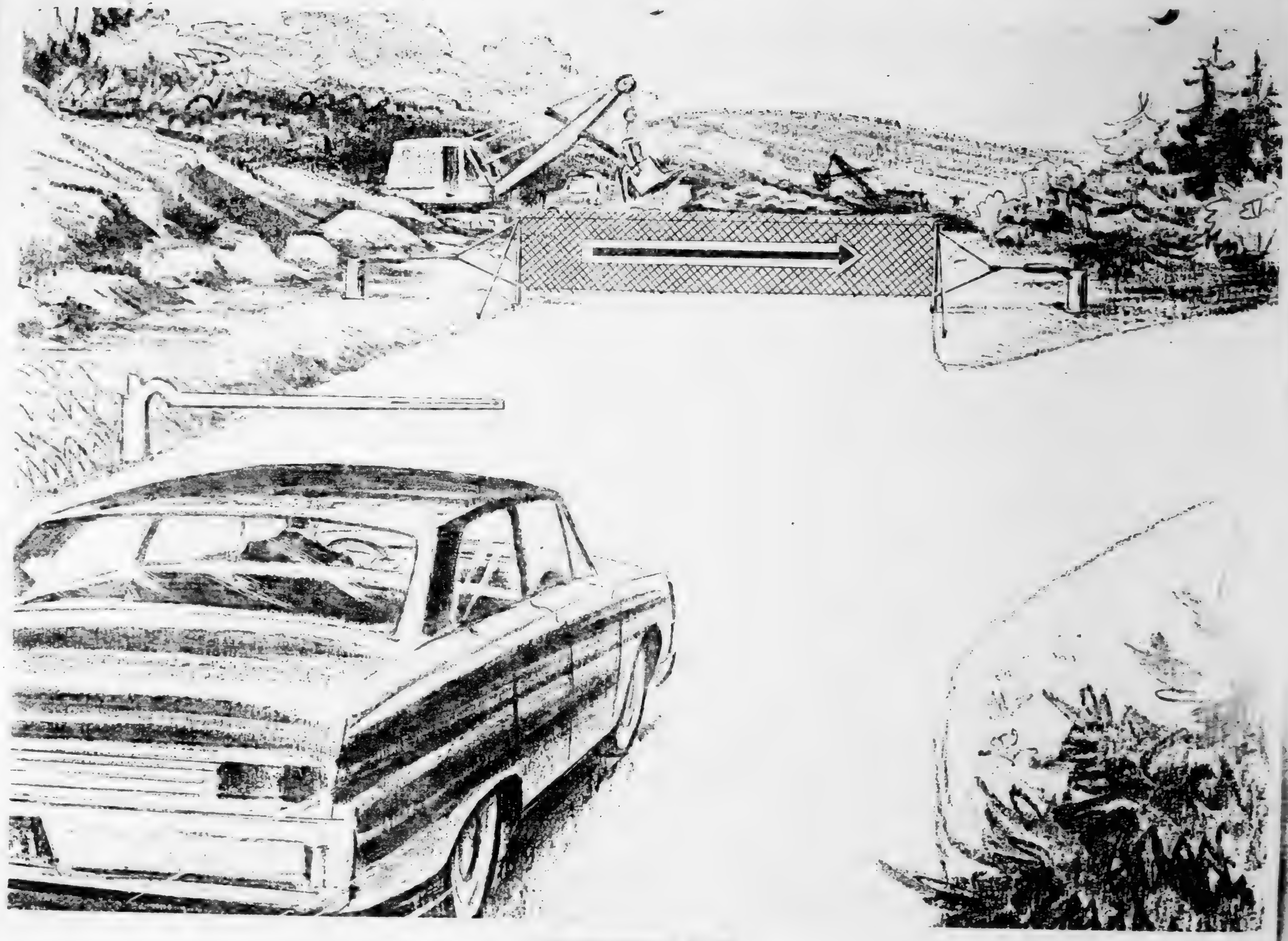
A straight or fixed net system application which has stimulated particular interest among highway agencies in all sections of the country employs the Dragnet barrier as protection at construction sites. (See Illustration No. 1). In this application, the barrier is positioned to prevent incursion onto unfinished road surfaces and dangerous excavations by errant vehicles. There are similar locations in many areas throughout the country where such a barricade would contribute greatly to reduce property damage and fatal or incapacitating injuries. Dragnet barriers in this application would replace the frangible barricades now used which, in many instances, create an obstacle and compound the danger to out-of-control vehicles. Dragnet barriers are easy to move and erect at new locations as work progresses.

Dragnet barriers can be located to prevent the disastrous descent of an out-of-control vehicle onto an intersecting highway at a dual level interchange. Illustration No. 2 shows a typical installation and a vehicle engagement. This installation has already been recommended to several state highway departments by the Bureau of Public Roads.

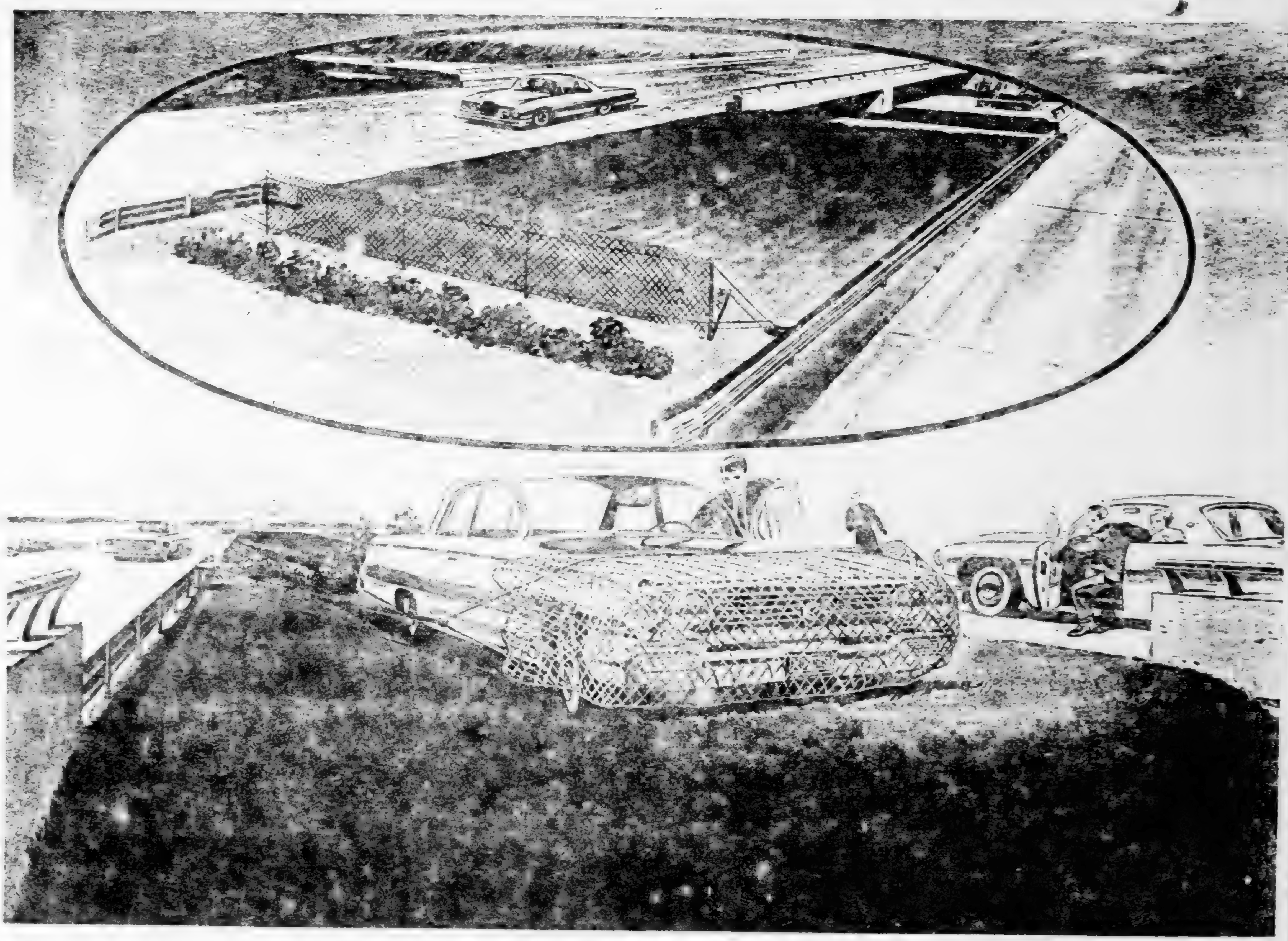
Hundreds of lives are lost annually because of drivers plunging into rivers and harbors, or through road end barricades. Dragnet systems, such as the installation depicted in Illustration No. 3, are designed to increase safety and protect lives at these locations, as well as at cliff or canyon edges or other potentially dangerous sites.

The problem of runaway trucks in mountainous areas is a major one and the Dragnet barrier system promises to provide the answer. Truck brakes often overheat or otherwise fail in negotiating long mountain downgrades. The result - a multi - ton mass of destruction plunging out-of-control into a valley town at tremendous speed. This danger can be averted by providing several truck turn-off lanes or escape roads containing a series of Dragnet barriers. A typical installation is shown in Illustration No. 4.

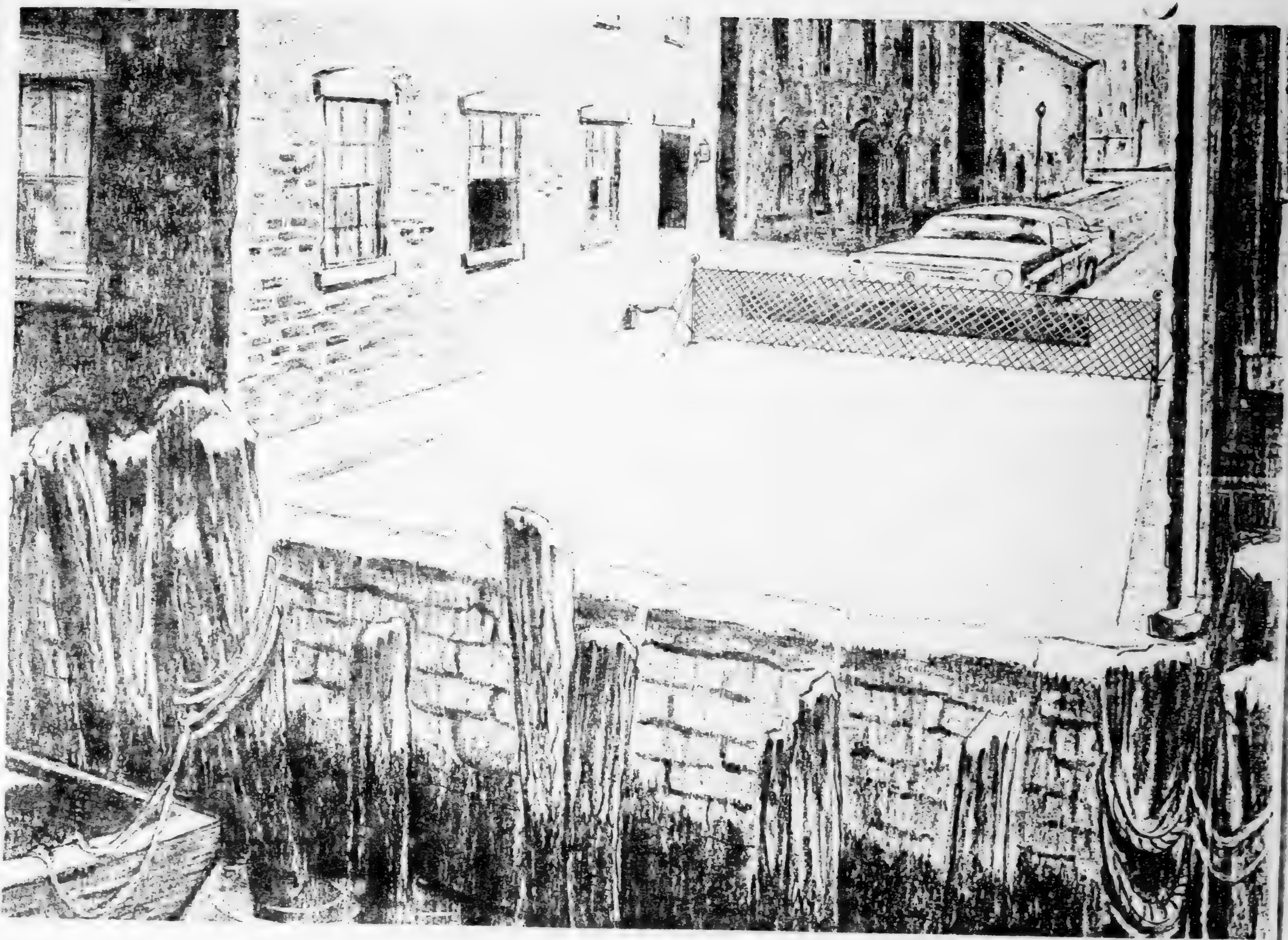
Another application of the versatile Dragnet concept is its use as a police road block, (Illustration No. 5). Dragnet's effectiveness for this use is greatly enhanced by its compactness and light weight, permitting it to be carried in the trunk of a police cruiser. An attachment to the police vehicle serves as an anchoring mechanism and permits Dragnet to be operational in seconds - anywhere! A variation of this system is semi-permanent and can be located at predetermined points (overpasses, underpasses, or roads with high banks or dropoffs on either side) on what might be considered main escape routes. Here the net would be pre-rigged to fit two anchor posts on either side of the road. With an energy absorber attached to each post, the complete system rolls up and stows in a locked box-ready for instant use. Two officers can open the box and rig the barrier quite easily in 45 seconds.



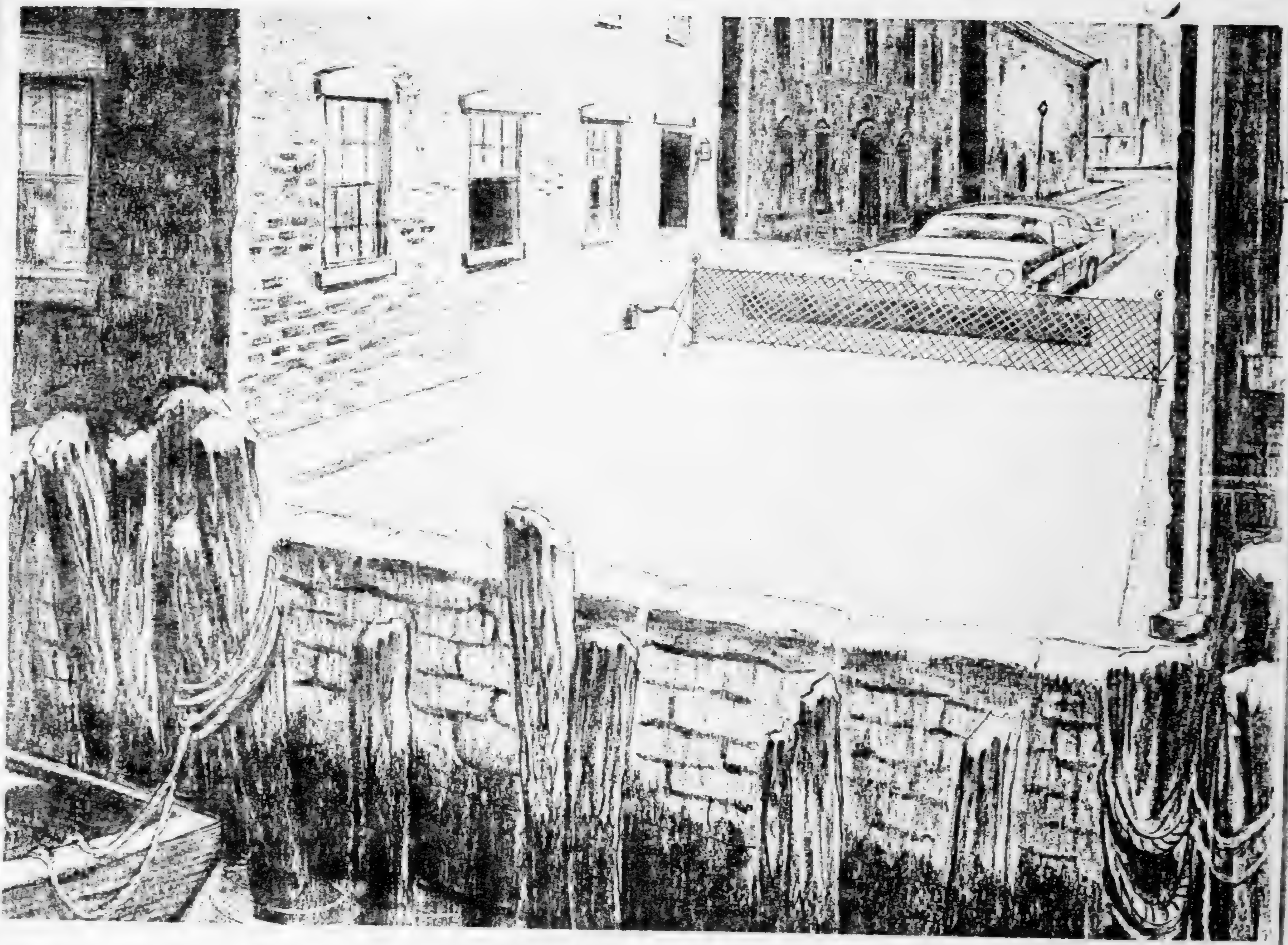
CONSTRUCTION SITE



DUAL LEVEL INTERSECTING ROADS

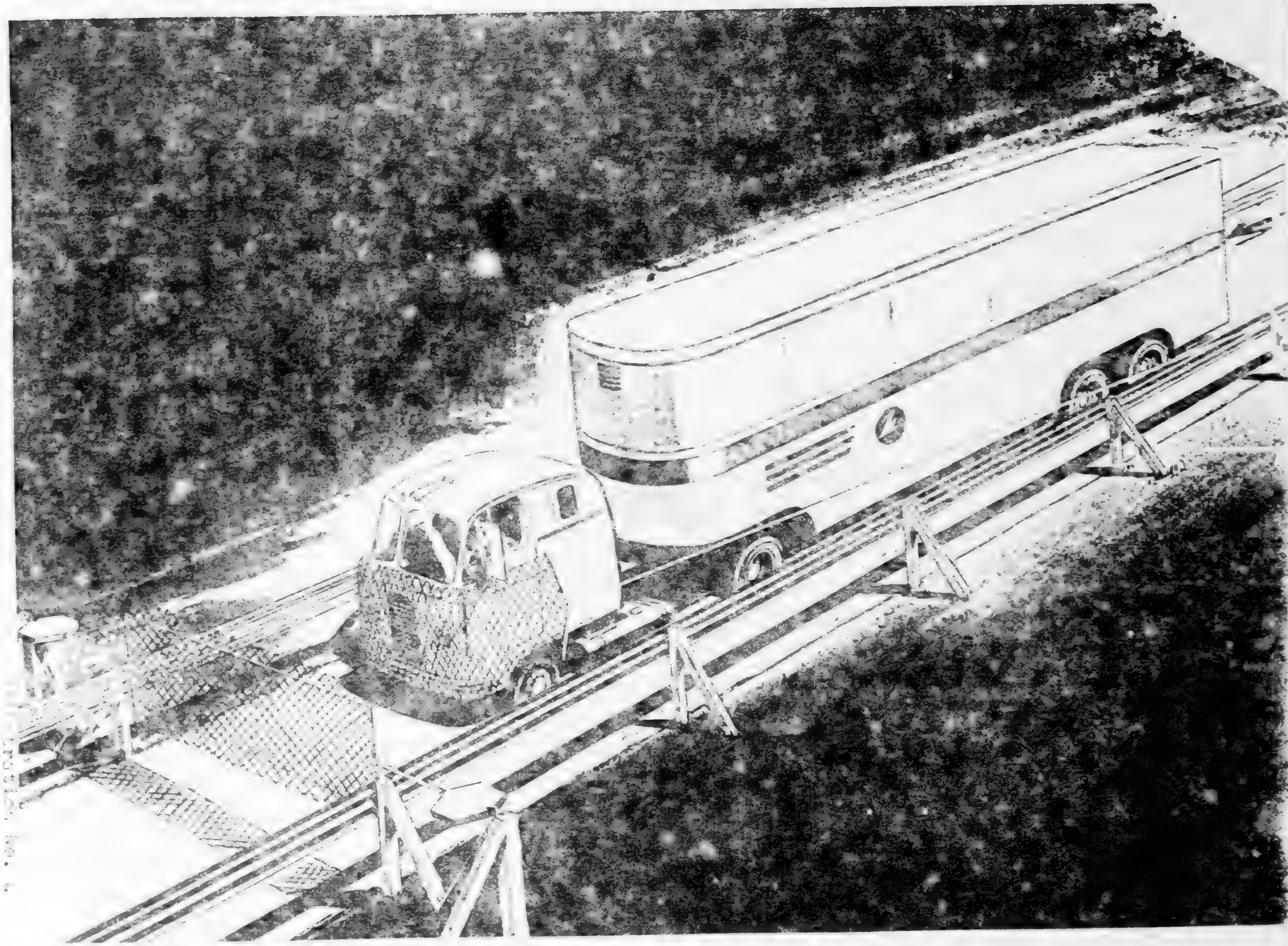


DEAD END STREET

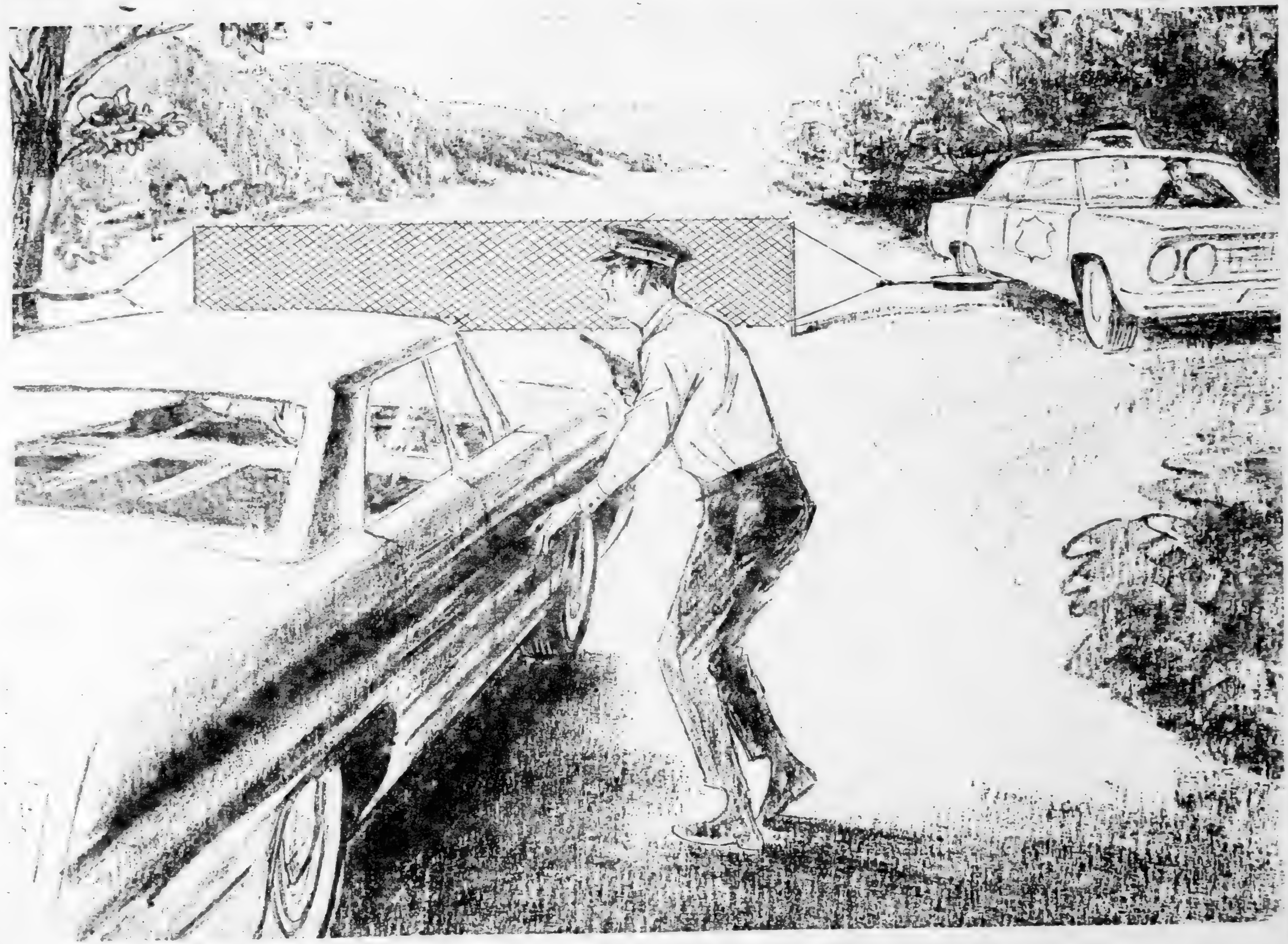


DEAD END STREET

Illustration No. 1



TRUCK ESCAPE ROUTE



POLICE ROAD BLOCK

SEMAPHORE ARM SYSTEMS

One of the most versatile configurations of the Dragnet Barrier is the Semaphore Arm System. It consists of the three basic components of any Dragnet system modified to permit opening and closing of the barrier. The net is still chain link fence with interwoven arresting cable, but with two additional horizontal aluminum tubes to support its weight when the gate is open. (See illustration 6)

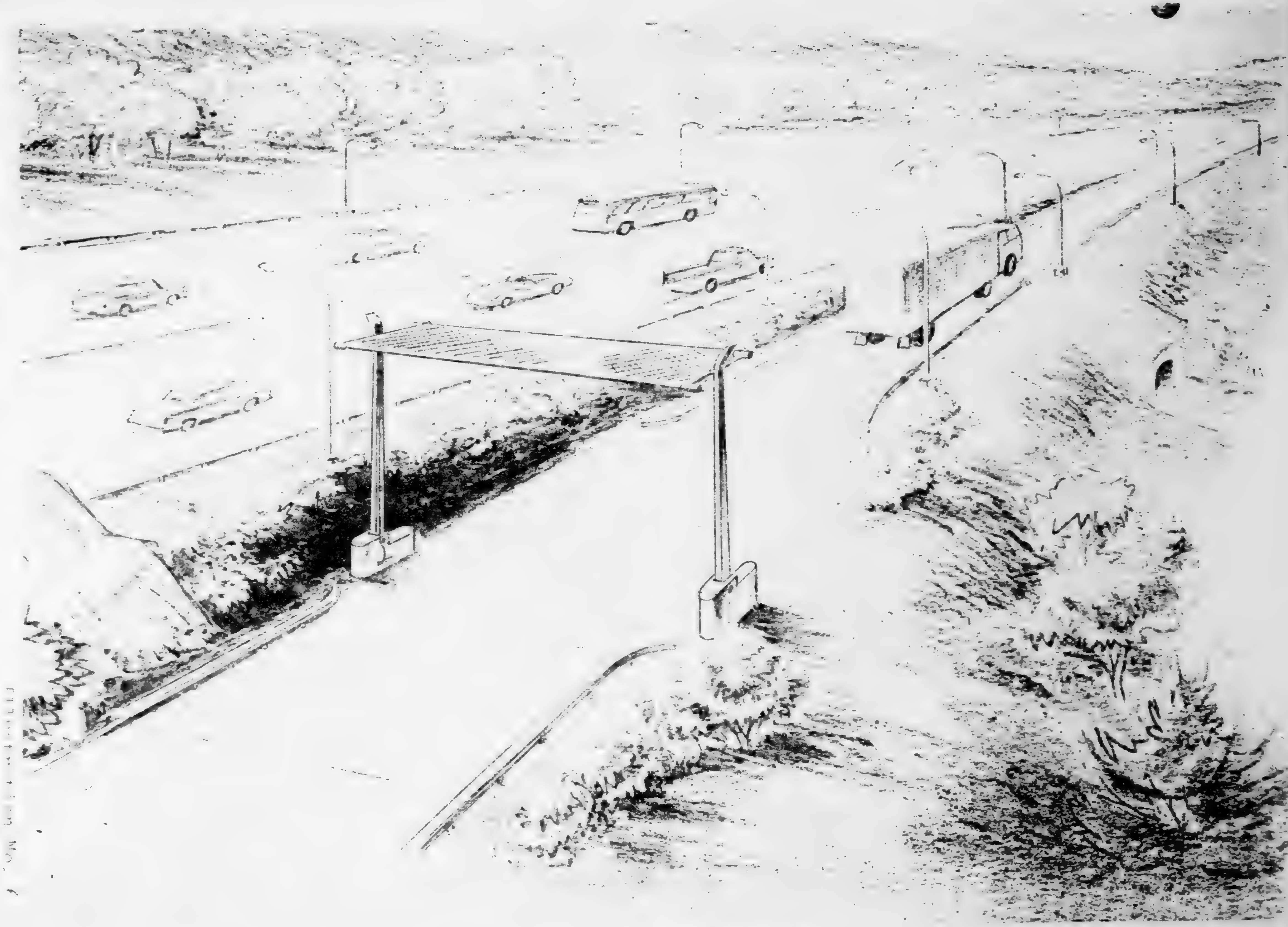
Slip joints attach the net to the two semaphore arms which are in turn permanently attached to anchor bases. The anchor bases are motorized and are operated electrically, either by a switch on the base or from a remote control station. Mechanical operation is also provided in case of a power failure. When barrier protection is required, the motorized bases are activated to lower the net into position. (See illustration 7)

The Metal Bender Energy Absorbers are located in the base unit. The absorber case is a cartridge which slips into a slot in the base and is held in place by two bolts. The arresting cables from the net extend along the length of each semaphore arm and are attached to the absorbers at the base. Aluminum shear pins hold the cables in place along the arms. When an automobile engages the net, the net separates from the semaphore arm; the aluminum shear pins rupture freeing the arresting cable; the arresting cable exerts force on the energy absorber which pulls metal tape through the absorber torture chamber and produces the retarding action. (See illustration 8)

Illustrations 6 through 8 show the Semaphore Arm Dragnet used as a traffic controller on an expressway entrance ramp. The expressway is a reversible direction highway. When the expressway traffic is allowed to flow in the direction of Illustration 6, the Semaphore Gate is open to permit vehicle entrance. When the direction of traffic is reversed, this entrance ramp must be closed to avoid head on collisions. (See illustration 7)

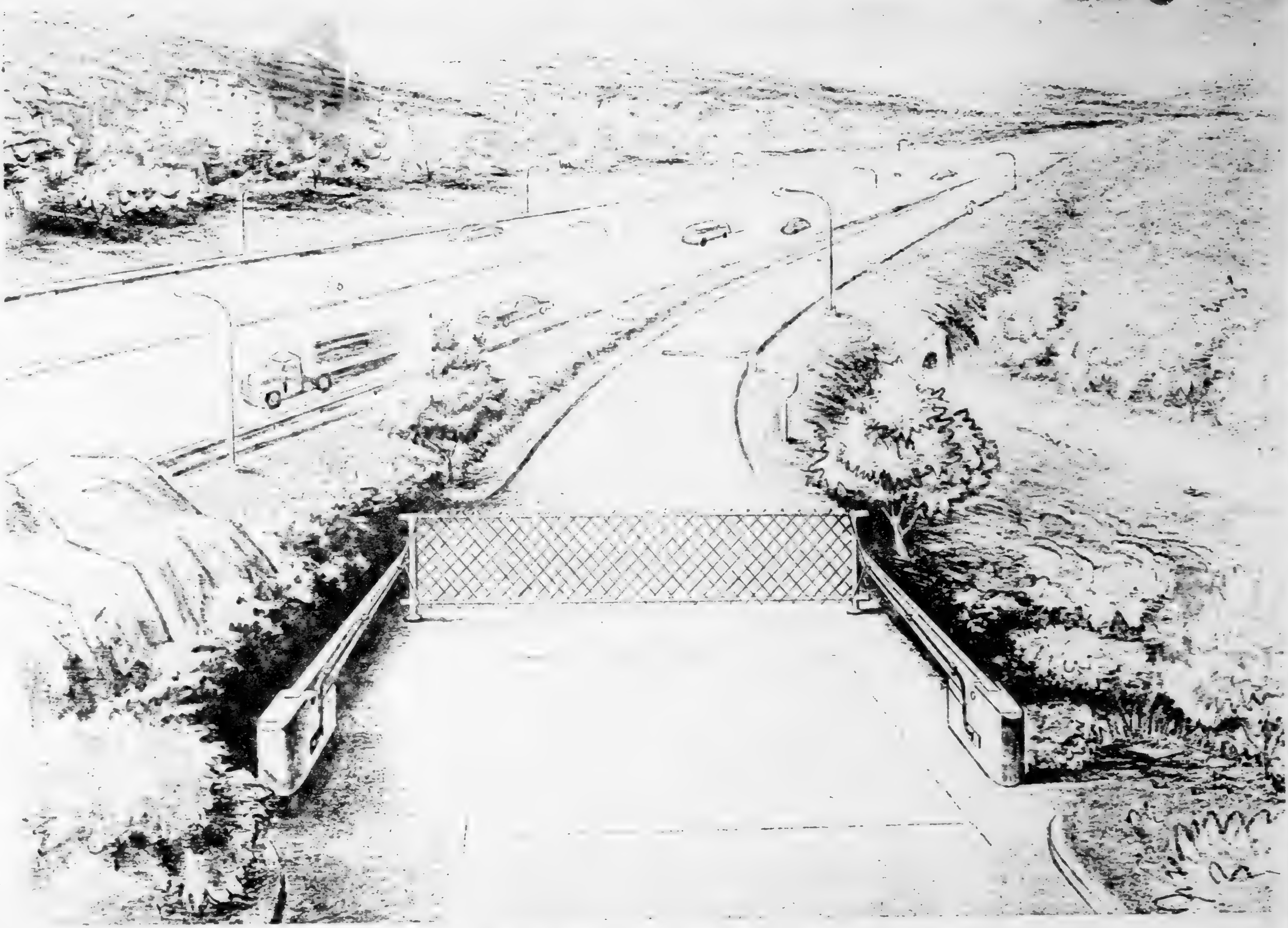
Dragnet Semaphore Gate Systems can be used at drawbridges to prevent vehicles from crashing into the water when the bridge is opened for navigational traffic. Illustration 9 shows such an arrangement with the semaphore located at the bridge approach.

Another application for Semaphore Gate systems is at ferry landings. Illustration 10 depicts the manner in which the Dragnet would replace frangible barriers at these landings to prevent vehicles from entering the water when the ferry is not docked.

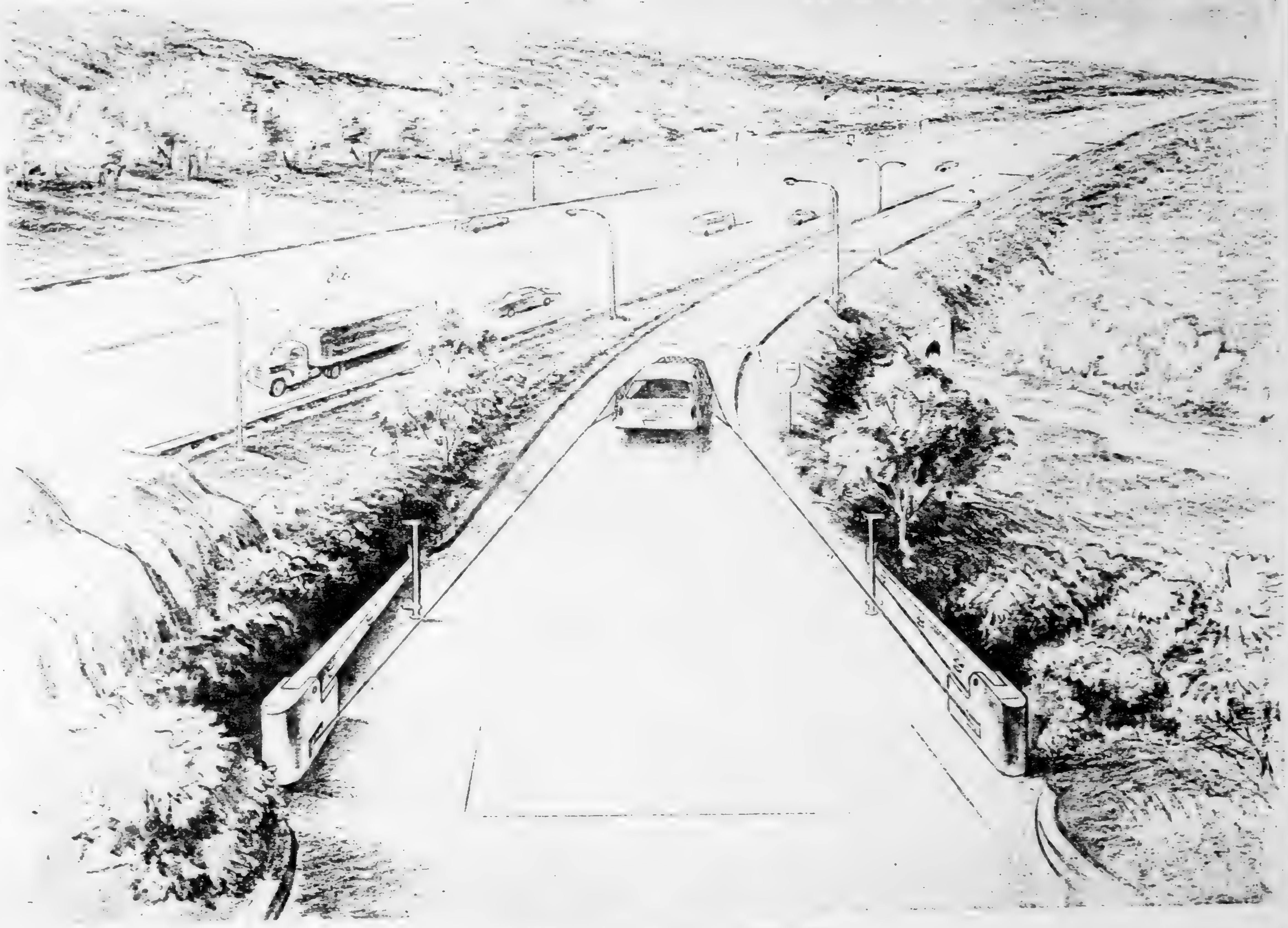


TRAFFIC CONTROLLER - OPEN

Illustration No. 6

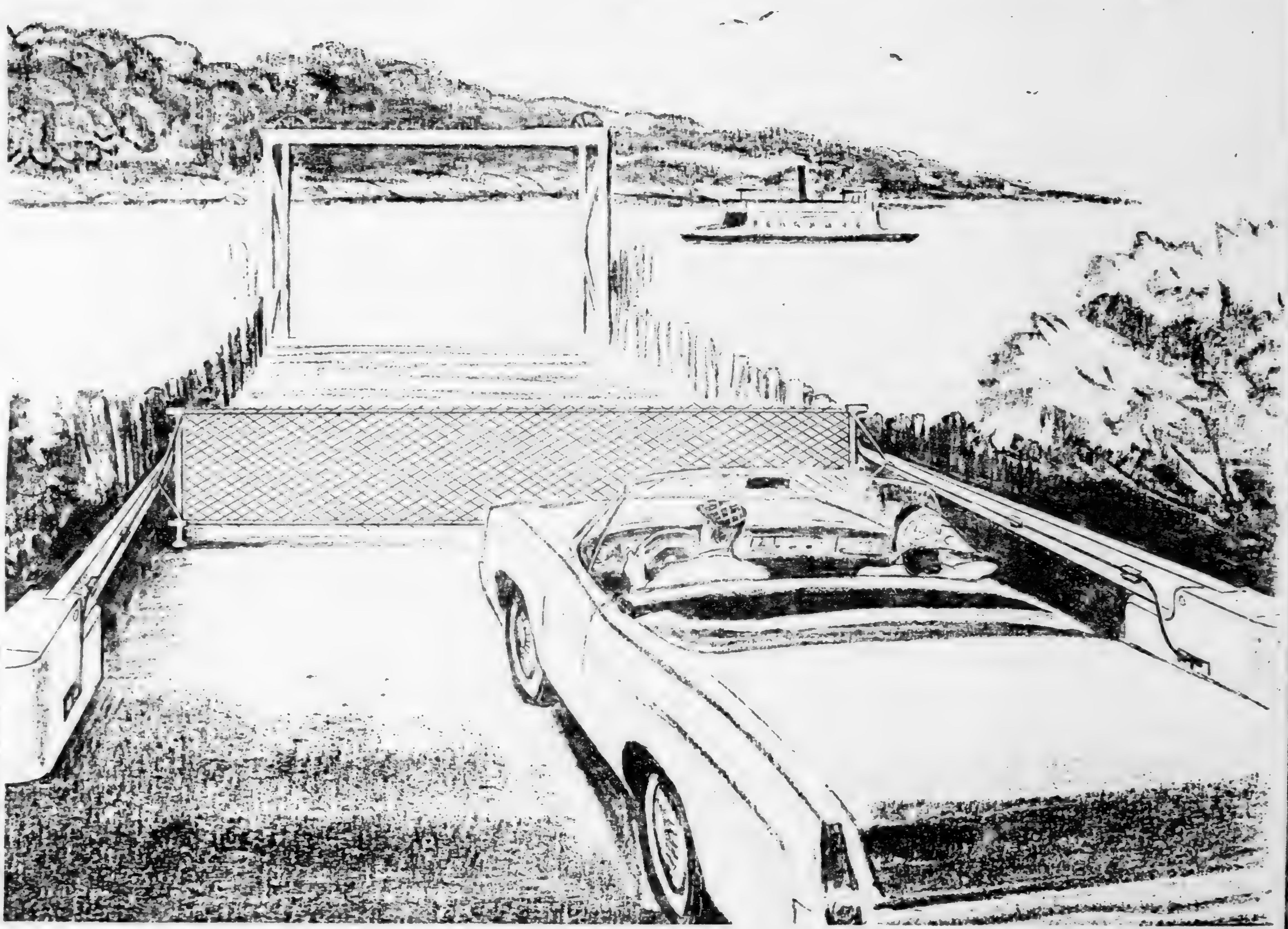


TRAFFIC CONTROLLER - CLOSED



TRAFFIC CONTROLLER - ENGAGED

DRAWBRIDGE APPROACH



FERRY LANDING

Illustration No. 10

TECHNICAL SECTION

Engaging Velocity Vs. Vehicle Run-Out

Chart A gives the stopping distances for a 4000 pound vehicle when it engages Dragnet systems using either the 4000 pound energy absorber or the 2500 pound absorber. The "metal-bender" energy absorbers produce a constant drag force which is completely independent of both the engaging speed and the stopping distance. Thus a vehicle engaging the net assembly at 85 miles per hour experiences the same braking force as one engaging at 60 miles per hour; since it has twice the energy of the 60 MPH vehicle, it merely pulls out twice the length of tape from the "metal-bender", but with the same tape tension.

Vehicle weight Vs. Deceleration

Test drivers report that, although the braking effect is firm, the build-up of load is smooth and free from any feeling of sudden jerk. The test drivers found, through purposely loosening their safety belt equipment, that full speed engagements with the barrier can be made without bodily contact with the steering column. Chart B depicts deceleration forces exerted on vehicles of various weights.

Using the Charts

It will be noted that two curves, each providing data for a specific model energy absorber are plotted. Model MBF 2.5 - 200 is designed to exert a braking force of 2500 pounds with 200 feet of steel tape enclosed within the unit. Model MBF 4-75 exerts a 4000 pound braking force with 75 feet of tape available.

To determine the stopping distance for a 4000 pound vehicle engaging a system using Model MBF 2.5 - 200 energy absorbers on either side of the net, locate the expected engaging speed on the vertical axis of Chart A and move laterally to where it intersects with the curve marked MBF 2.5 - 200. For example, assuming an engaging speed of 60 MPH, we determine the stopping distance to be 108 feet.

Use Chart B to find average maximum deceleration force during a vehicle engagement. For example, a 4000 pound vehicle would experience a 1.3 "g" deceleration force.

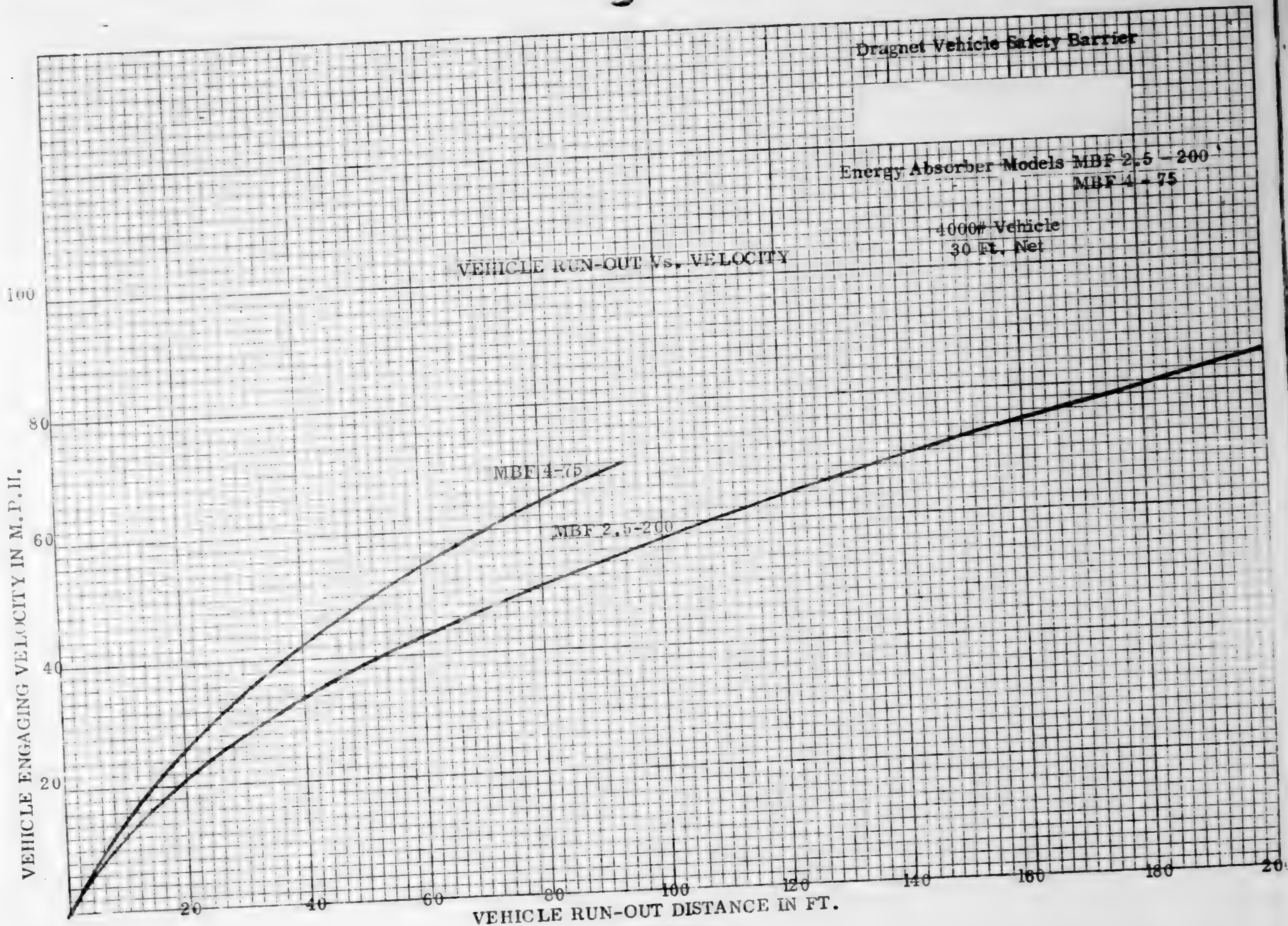

Dragnet Vehicle Safety Barrier
Energy Absorber Models MBF 2.5 – 200
MBF 4 – 75
4000# Vehicle
30 Ft. Net
VEHICLE RUN-OUT Vs. VELOCITY
MBF 4-75
MBF 2.5-200
VEHICLE ENGAGING VELOCITY IN M.P.H.
100
80
60
40
20
20
40
60
80
100
120
140
160
180
200
VEHICLE RUN-OUT DISTANCE IN FT.

CHART A

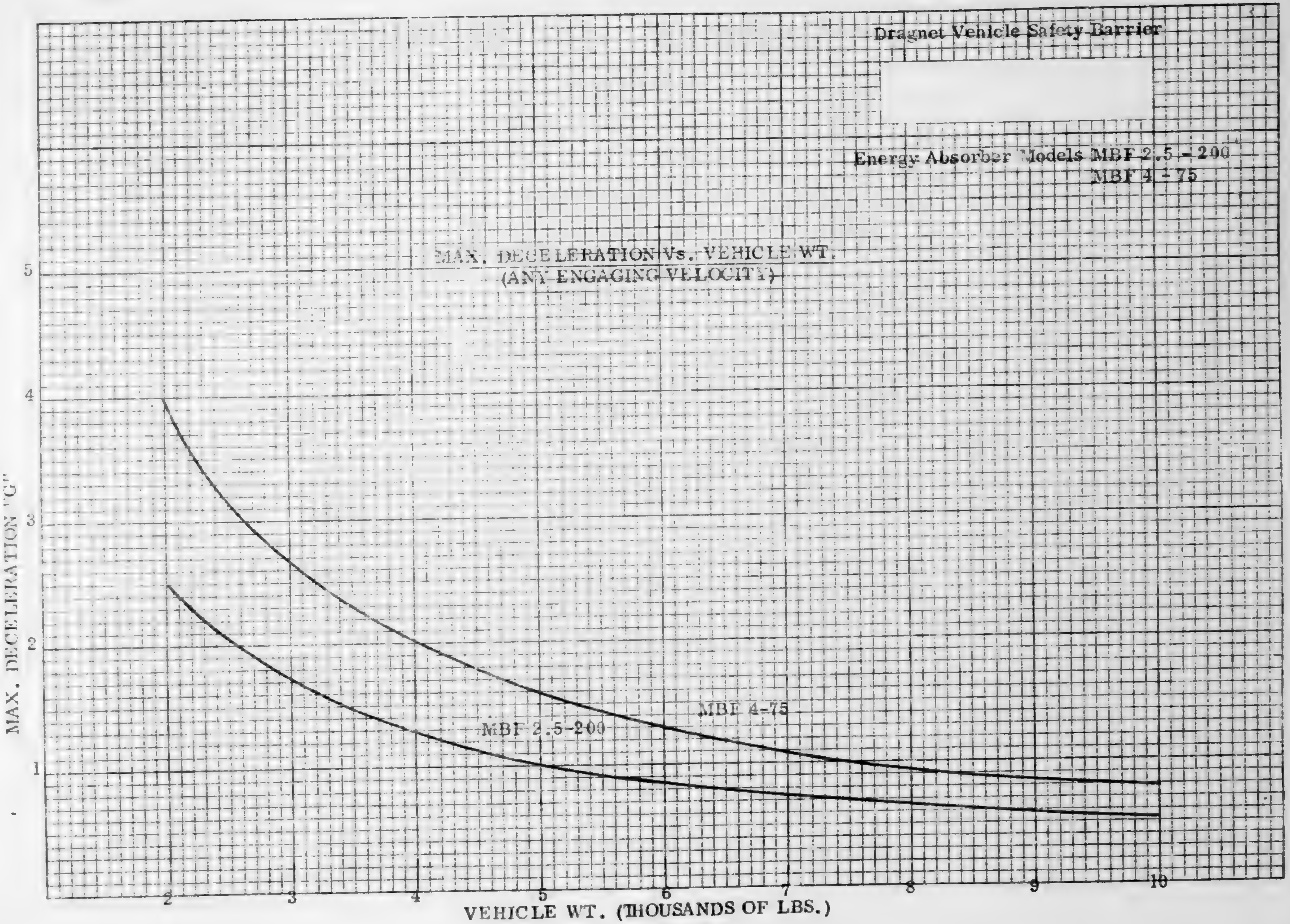

Dragnet Vehicle Safety Barrier
Energy Absorber Models MBF 2.5 - 200
MBF 4 - 75
MAX. DECELERATION Vs. VEHICLE WT.
(ANY ENGAGING VELOCITY)
MBF 4-75
MBF 2.5-200
MAX. DECELERATION "G"
1
2
3
4
5
2
3
4
5
6
7
8
9
10
VEHICLE WT. (THOUSANDS OF LBS.)

CHART B

193 d. 9-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January [illegible] 1978

John C Jenkins

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Neil Creek Truck Escape Ramp tests

TO: J. H. Versteeg
Head, Engineering Section

Attached is a preliminary report on results of the truck escape ramp tests on the Neil Creek bed. This covers work performed during the week of December 5, 1977. The conclusions presented are drawn from the basic measurements of entry speed and distance run into the bed as well as observations of vehicle behavior, damage, and comments on ride by the driver. Some of the observations were drawn from initial viewing of the films taken.

A more detailed evaluation of deceleration related to distance traveled down the bed, vehicle weight, number of axles, etc., is under way. We also plan to put together 3 films. One will be a general interest film covering the highlights of the testing at Camp Adair and the Neil Creek bed. The second will cover all of the Camp Adair testing, and the third will cover all of the Neil Creek testing. The latter 2 films will be principally for technical information.

Please let us know if you have any comments or suggestions.

JCJ:gs

cc: Glenn Hossner

Data would indicate that no [illegible] roughening of the bed should be [illegible] unless field experience with actual runaway vehicles [illegible]

1 Versteeg ✓
Christensen
George
2 Olson [illegible]
Terpin
Sullivan
Scott
Savage

RECEIVED

JAN 06 1978

ENGINEERING SECTION

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Bring Up / /
Action

PRELIMINARY RESULTS

Truck Escape Ramp

A preliminary analysis has been made of the data acquired during the testing of the truck escape ramp on I-5 in the Siskiyou mountains. The coefficient of rolling friction on the aggregate bed was calculated for both an empty and loaded 5 cubic yard truck and semi-trailer. The stopping distance was measured in the field to the front axle but adjusted to the center of gravity of the vehicle when the calculations were made. The following table shows mean "F" values for three speed ranges. The projected "F" value at 80 mph was calculated using a "best fit" straight line projection.

"F" Values

Initial Speed (mph)		25-28	38-42	50-55	80
Vehicle					
Truck	Empty (12,700 lbs)	.343	.316	.302	.260
2 axle	Loaded (26,400 lbs)	.385	.359	.355	.322
Semi	Empty (28,800 lbs)	.308	.283	.277	.240
5 axle	Loaded (49,200 lbs)	.306	.299	.282	.258

From the preliminary test results and from observations made of the vehicle and driver during the testing, the following conclusions have been made.

1. The aggregate bed of the escape ramp must be as smooth as possible to prevent or lessen vehicle bouncing. Testing clearly showed the vehicle to be somewhat out of control as bouncing occurred and vehicle damage is likely to happen. A gentle taper of the bed to a full depth of 18 inches is recommended within the first 25 feet of the bed.

The plan to use aggregate berms as a means to absor throughout the bed should be abandoned. The testing of a terraced ramp also produced a negative appraisal.

2. The coefficient of rolling friction in aggregate appears dependent on initial speed and wheel loads. It appears the coefficient decreases as the initial velocity increases. The vehicles with large wheel loads had higher "F" values for each type of vehicle tested.

   By extrapolation it also appears that an empty truck or semi-trailer with an initial velocity of 80 mph will stop approximately $1100^{\pm}$ feet into the bed. For a heavily loaded compact vehicle, only $900^{\pm}$ feet would be required.

3. During the testing some vehicle direction change was accomplished within the bed by turning the steering wheel. The driver did not lose complete control once into the bed. It is doubtful that a vehicle could drive out of the bed completely.

A test was conducted at 25 mph using a dump truck to see what would occur if a vehicle entered the aggregate bed with the left tires on the paved service road and the right tires in the aggregate. The truck was pulled somewhat quickly into the bed which resulted in the driver's loss of control. Signing should be provided to delineate the ramp entrance and cause the driver of the run-away vehicle to enter the bed uniformly and only at the entrance.

WJQ:lt
12/29/77

ION

REGION NO. 10			
DATE OF REPORT 4-18-77	REPORT M. L. Halladay,		-1(78)10
COMPLETION DATE Contract 7676 3-21-74 " 8193 11-13-75	ACCEPTANCE DATE BY CONTRACT AGENCY C. 7676 7-19-74 C. 8193 11-4-76	 8193	- 225 days 125 days
APPROVED EXTENSIONS 7676 - 162 days 8193 - 2½ days	LOCATION Neil Creek Section- Pacific Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NEIL CREEK SECTION
PACIFIC HIGHWAY
Slide Correction (Contract 7676) &
Grading and Paving (Contract 8193)

The project consisted of correcting the Neil Creek slide and grading and paving the site. The slide correction contract received an extension of 2½ days to cover the time used and the grading and paving contract received 162 days extension which left 42½ days liquidated damages charged at $200/day.

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COPY SENT
MAY 16 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 5-13-77	TITLE District Engineer	DATE 5-16-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Contract No. 8193

FORM APPROVED RCS HNO-30-02
04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel*: 2 – 4 | 5 – 8 | 9 – 12 | 13 – 15 | 16 – 18 | 19 – 22 | 23 – 24 | 25 – 27 | 28 – 30 | 31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE OREGON	COUNTY JACKSON		FEDERAL PROJECT NO. EPS-I-5-I(78)10	URBAN ☐ RURAL X
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6203	
20	FINAL CONSTRUCTION COST	DOL.	501,872	
21	LENGTH OF PROJECT	MILES	.734	

DATE STARTED 6/2/75

DATE COMPLETED 11/13/75

TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

Card	Item	Description	Unit	Quantity	
	30	LABOR		TOTAL MAN HOURS 9634	GROSS EARNINGS 98,151
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	60,625.79	
	9	PETROLEUM PRODUCTS	GAL.	43,958.00	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	15,880.25	
	3	BITUMINOUS MATERIAL	GAL.	236,290.15	
	4	LUMBER	THOUS. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.	45	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	647.96	
	17	FENCING	LIN. FT.	400	
	18	GUARDRAIL	LIN. FT.	4120	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

Card	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		18"	30
		36"	38
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52 | 53 – 61 | 62 – 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check [illegible] or totals [illegible] work with [illegible]

All figures should be [illegible] by State highway department and Federal [illegible] engineers. The [illegible] earnings should bear [illegible] construction amount. Also the quantities [illegible] should be reasonable with [illegible] respect to the quantities [illegible] quantity [illegible] concrete [illegible] indicated.

Generally the total cost of materials, supplies and labor should be substantially less than the final construction [illegible] not required to be reported. [illegible] a few percent [illegible] supplies and labor the indication [illegible] the project or that there [illegible] reporting [illegible] determined that the figures reported are correct [illegible] should be made on a separate sheet of paper marked "Remarks" [illegible] actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4, SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. **Aggregates** produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating [illegible] and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives exclusive of [illegible]

Item 11 - Report total number of cubic yards of ready mixed concrete [illegible] quantity of concrete in purchased precast units, [illegible]

Item 12 - Report total number of tons of bituminous paving mixtures [illegible] a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report [illegible] total weight of steel products [illegible] and 8, such as [illegible] tubular piling [illegible]

Items 17, 18 and 19 - Report total lengths in linear feet of all types of [illegible] guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts [illegible] are not considered to be supplies. Costs of such items [illegible] should not be included. The amount included [illegible] aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man hours for aggregate production should of course be included with Item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts [illegible] supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR 47 (REV. 9-74)

GPO 881-120

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FORM 81-734-3030

OREGON STATE HIGHWAY
INTER-OFFICE CORRESPONDENC
Salem, Oregon 97310
January 26, 1977
31

FROM: John C. Jenkins
Engineer of Materials

TO: Memo to the File, II

SUBJECT: Field Test Truck Escape Ramp Neil Creek Section, Pacific Highway

Gordon Beecroft has prepared a work plan for a Catagory II Experimental Features Project in which the proposed truck escape ramp would be built under stage construction. During construction of the features of the escape ramp, they would be tested with a two-axle truck at low and medium speeds to determine their effectiveness. The escape ramp could then be redesigned before actual use if the proposed features should not be satisfactory.

In order to obtain needed information about the effect of transverse gravel berms now, so that the design changes may be made as early as possible, it is proposed that tests be performed to determine the effect of berms placed on the unused roads at Camp Adair. The concept has been discussed with Mr. Donald Kilpatrick of the State Game & Fish Department who is responsible for the property. The tests would fit into his program if they could be concluded before the middle of March and did not obstruct the use of the property on week ends prior to that time.

A loaded OSHD two-axle dump truck would be accelerated to the test speed (slow at first, higher speed later) and caused to coast over or through the transverse gravel berms under test. The loss in speed and passing through the berm and the effect of the berm on the driver and truck would be determined.

Instrumenting the test would include moderate speed movies to record the effect of the berm on the truck ride and recording radar to measure the change in speed in passing through the berm.

In addition to the test vehicle, other equipment required would include trucks to haul gravel, a front end loader to shape the berm, and a motor grader to assist in reshaping the aggregate berms.

The tests would start with a single one-foot high berm with 1½ to 1 front and back slopes and 0 width top. The front slope would then be flattened to 3 to 1, and similar tests would be performed with two-foot high berms with normal and flattened approach slopes and with a longer top. The latter would examine the tendency for the truck to climb through toward the top of the longer berm. Similar tests would then be performed with three-foot high berms. Tests would also be performed with both 3/8 to #10 and 3/4 to 3/8 size aggregate.

1-31-77
[illegible] is proceeding
with the tests.
EHA

RECEIVED
STATE HWY ENGR
JAN 27 '77
REFER TO
FOR

Cy Jenkins
2-1-77

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 26, 1977

SUBJECT: Field Test Truck Escape Ramp Neil Creek Section, Pacific Highway

FROM: John C. Jenkins
Engineer of Materials JCJ

TO: Memo to the File, II

Gordon Beecroft has prepared a work plan for a Catagory II Experimental Features Project in which the proposed truck escape ramp would be built under stage construction. During construction of the features of the escape ramp, they would be tested with a two-axle truck at low and medium speeds to determine their effectiveness. The escape ramp could then be redesigned before actual use if the proposed features should not be satisfactory.

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1-31-77
Original returned
to Jenkins

Approved 1/31/77
Asst. State Hwy. Eng

RECEIVED
JAN 27 1977
Office of
[illegible] State Highway Engineer

The estimated cost of the study is as follows:

Two hauling trucks, 2 days to move in, 2 days to move out @ $78	$ 312.00	
Test truck, 6 days @ $78	468.00	
Front end loader, 2-yd. or smaller, 6 days @ $34	204.00	
Grader, light duty, 6 days @ $58	348.00	
Pickup, heavy duty, 6 days @ $27	162.00	
Auto, intermediate, 8 days @ $12	96.00	
Total Equipment		$ 1,590.00
Personnel:		
3 HMW 2, 16 days, 128 hrs. @ $ 5.64/hr.	721.92	
2 HMW 3, 12 days, 96 hrs. @ 5.93/hr.	569.28	
HE 4, 6 days, 48 hrs. @ 10.66/hr.	511.68	
HE 3, 5 days, 40 hrs. @ 9.21/hr.	368.40	
2 HE 1, 10 days, 80 hrs. @ 7.58/hr.	606.40	
Subtotal	2,777.68	
+ 20.2%	561.09	
Total		$ 3,338.77
30 yds. 3/4 to 3/8 gravel & 30 yds. 3/8 to #10 gravel	183.00	
Miscellaneous material, film, wire, etc.	300.00	
Total Material		483.00
TOTAL		$ 5,412.00

JCJ:gs

cc: R. L. Schroeder
E. S. Hunter
J. H. Versteeg
A. Shirley
W. Maude
G. W. Beecroft

8193

FORM 81-734-3030

LEC 7-5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 27, 1977

FILE: LOC 17

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Truck Escape Ramp
Neil Creek Section
Pacific Highway
Jackson County

I concur with you that we should go ahead and construct the transverse berms on the truck escape ramp as planned. It would appear to me that if we have a freezing problem in the berms, we would also have a possible freezing problem in the attenuator beds. If this is the case, it would also seem to me that we could utilize de-icing salt in the same way that we do in the sanding material piles used in winter maintenance.

I recommend that we go ahead with the design as planned and learn the hard way by observing the manner in which the ramps operate.

as/cw

cc E. S. Hunter
R. L. Schroeder
Wm. Maude
Gordon Beecroft
John Jenkins

✓ Versteeg 1
2
3 Don

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JAN 2
ROAD DESIGN SECTION

3793

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 20, 1977

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Truck Escape Ramp
Neil Creek Section
Pacific Highway

Based on Lab Test Reports 7792 and 7793 there is some concern of moisture retention in the aggregate and a possible hazard if the transverse berms froze solid. Mr. Jenkins in his letter of January 19, 1977, closes with the following statement:

"We have reservations about the advisability of constructing transverse berms across the proposed attenuator bed."

I believe that we should construct the transverse berms at the planned location. The questions of size and shape are under discussion and could be changed. Early next winter when freezing does become a problem, the berms could be leveled to avoid becoming a hazard.

Based on our information the truck escape ramp will be needed during the spring, summer and fall good weather period. During the winter period when there is a danger of frozen aggregate, the escape ramp is not needed or the need is drastically reduced.

Perhaps after we have had some operational experience with the truck escape ramp it may be desirable to close it during the winter months. I would appreciate your comments.

JHV:jh
cc: E. S. Hunter
R. L. Schroeder
Wm. Maude
Gordon Beecroft
John Jenkins

RECEIVED
JAN 21 1977
Office of
[illegible] State Highway

8173

FORM 81-734-3030

1

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 19, 1977

FILE:

FROM: John C. Jenkins
Engineer of Materials

TO: Memo to the File, I

SUBJECT: Truck Escape Ramp, Neil Creek Section, Pacific Highway

Laboratory tests performed to date have not shown any clear preference for either 3/4 to #10 or 3/4 to 3/8 natural rounded gravel. Samples of gravel from the Willamette Highway truck escape ramps generally graded from 3/4 to 3/8 with 20 percent passing the 3/8. A local 3/4 to 3/8 gravel with 7 percent passing the 3/8, two Rogue River gravels of typical 3/4 to #4 gradation, and local gravel complying with 3/8 to #10 specifications used on Emigrant Hill truck ramps were examined. Three penetration tests were performed. In one, a 30-pound spherically nosed steel weight was dropped about 8 feet into a 3' x 3' x 1' box of gravel; in the second, a 6-pound steel ball was dropped 8 feet into a 13½" x 19½" x 6½" box of gravel; in the third, a penetrator resembling a round nosed shovel was forced into a box of gravel.

For the 30-pound penetrator, the following average results were obtained:

Aggregate Gradation	Penetration
3/8-#10 (dry)	6 7/8"
3/8-#10 (wet)	6 5/8"
3/4-3/8, 7% Passing 3/8	6 5/8"
3/4-3/8, 20% Passing 3/8	6 3/4"

For the 6-pound ball penetrator, the following average values were obtained:

Aggregate Gradation and Source	Penetration, Loose Material	Penetration, Compacted Material
Crushed Rock 3/4-3/8	3.54"	2.79"
Walling, 3/8-#10	4.63"	3.96"
Walling, 3/4-3/8, 20% Passing 3/8	3.63"	3.13"
Walling, 3/4-3/8, 7% Passing 3/8	3.50"	3.13"
Willamette, 3/4-3/8, 20% Passing 3/8	3.33"	3.08"
Rogue River, Lininger 3/4-3/8 w/material retained on 3/4	3.75"	3.25"

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Aggregate Gradation and Source	Penetration, Loose Material	Penetration, Compacted Material
Rogue River, Lininger All material Passing 3/4	3.46"	3.25"
Rogue River, Tru Mix 3/4-3/8 w/material retained on 3/4	3.25"	2.96"
Rogue River, Tru Mix w/all material Passing 3/4	3.71"	3.38"

The "shovel" penetration test resulted in the following average results:

Aggregate Gradation and Source	Penetration Load in Pounds,	
	Ave. Load to Penetrate 4¼"	Range of 3 Tests
Crushed Rock 3/4-3/8	297	133
Walling, 3/8-#10	95	31
Walling, 3/4-3/8, 20% Passing 3/8	347	85
Walling, 3/4-3/8, 7% Passing 3/8	323	92
Willamette 3/4-3/8, 20% Passing 3/8	288	183
Rogue River, Lininger 3/4-3/8 w/material retained on 3/4	277	158
Rogue River, Lininger 3/4-3/8, all material Passing 3/4	304	169
Rogue River, Tru Mix 3/4-3/8 w/material retained on 3/4	429	236
Rogue River, Tru Mix 3/4-3/8, all material passing 3/4	352	29

The preceding tests are covered by Laboratory Report Numbers 76-1957, 77-92 and 77-93.

These tests suggest that the 3/8 to #10 aggregate may be penetrated slightly more readily by a tire or a thin edged instrument than would a 3/4 to 3/8 gravel. This presumably would be a benefit in favor of the smaller aggregate.

It is believed that the most desirable gravel for use in the attenuator bed would be of a uniform single size, round and smooth. For this reason, the proposed specifications require the gravel to have no material larger than 3/4" and very little smaller than 3/8". The specifications also required the gravel to have no more than 12% by weight of particles with the greatest dimension more than twice the least dimension and no more than 10% by weight of pieces of naturally fractured faces (very angular). The gradation requirements are attainable, but the results of laboratory tests 77-92 and 77-93 show that the percentage of elongated and flat pieces far exceeds the allowance, and there may be some difficulty in maintaining the fractured faces below 10%. Since there is no good way to modify the percent of elongated and flat pieces nor the percent of naturally flat faces in gravel from a given source, and the potential sources of material in the vicinity of the project are very limited, we now suggest that the requirements for percent elongated and flat pieces and the percent of naturally fractured faces be deleted from the project specifications.

Another test was performed on 3/8 to #10 and 3/4 to 3/8 gravel graded to conform with the Emigrant Hill and proposed Siskiyou specifications, respectively. Since freezing rain and snow can be expected at the Siskiyou site, tests were performed on these two gradations to determine how solidly they might freeze. Samples of the two gradations were saturated, drained for five minutes, and then frozen at 10F. The frozen cylinders were then tested in compression. The results of this test given on Lab Reports 77-92 and 77-93 are as follows: 3/8 to #10, 121 PSI; 3/4 to 3/8, 83 PSI. This test tells something about the relative moisture retention of the two sizes and the relative hazard of each in constructing transverse berms across the attenuator bed which might freeze solid (see comments regarding frozen aggregate on Page 3 of the report on the Emigrant Hill ramps by Robert D. Hector presented at the 1975 WASHO Conference).

We have reservations about the advisability of constructing transverse berms across the proposed attenuator bed.

JCJ:gs

cc: R. L. Schroeder
E. S. Hunter
J. H. Versteeg
A. Shirley
W. Maude
G. W. Beecroft

8193

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1977

FILE:

FROM: Ed Johnsen
Special Studies & Cost Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Proposed Counterbalance at
Neil Creek Slide
S. Ashland Int.-California
State Line Section

The site of the proposed 40,000 plus cubic yard counterbalance and truck escape ramp at the Neil Creek was reviewed on January 3, 1977 by Ron Cassie, Tom Lowe, Fred Yarbrough, Bill Maude, Elliott Parker, Jim Bilderbach, and Ed Johnsen.

Recommend with the concurrence of the FHWA representatives that the proposed counterbalance be deleted from the contract proposal and that the truck escape ramp at Neil Creek be included in the contract proposal without change.

EJ:fr

cc: E. S. Hunter
Bud Shirley
Bill Maude
Frank Terpin (Attn. F. Yarbrough)
Tom Lowe, FHWA

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR
Info Inves R&D D/R Sign Act File

9173

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1976

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Ashland-California Line Section
Pacific Highway
Jackson County
Neil Creek Truck Escape Ramp

The proposal to counterbalance the fill slope at Neil Creek under the subject ramp with some of the waste material from the summit cut should be adopted.

The attached analysis shows that the addition of the escape ramp just slightly more than offsets the stabilizing effect of the existing rock toe inlay under the slope. And that placing a counterbalance berm as shown provides a reasonable factor of safety against further sliding.

All of the "free" waste excavation (that must be hauled past anyway) will be needed between stations 288 and 297 to provide reasonable stability. Consideration should be given to hauling down some of the summit cut waste which will be on the other side of the freeway to counterbalance the fill north of station 288 to near station 283.

Frank Terpin
Location Engineer

F W Yarbrough
by F. W. Yarbrough
Soils & Geology Engineer

FWY:af

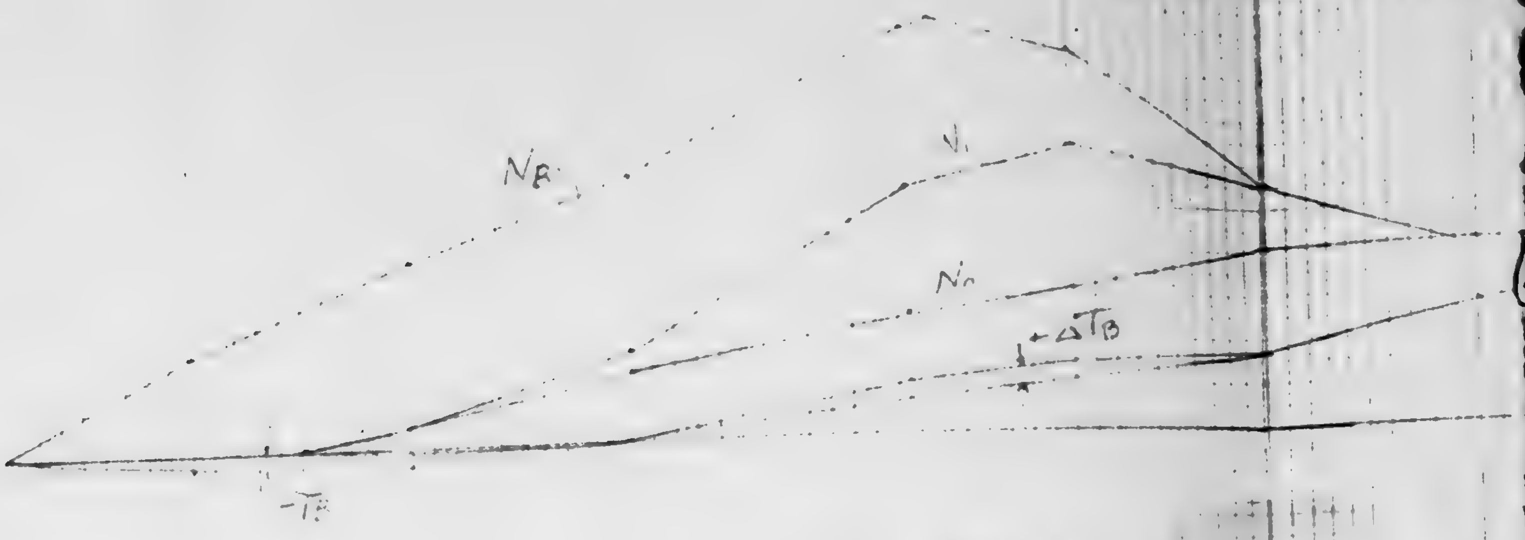
Will Cole

REFERRED TO

____ Beard ____ ____ Reed ____
✓ Cole WEC ____ Sample ____
____ Erikson ____ ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss. Do File Copy Due ____
BY FINAL DESIGN ENGINEER

[illegible]

214,0
− 93,4
120,6



Let $\tan\phi = 0.3$

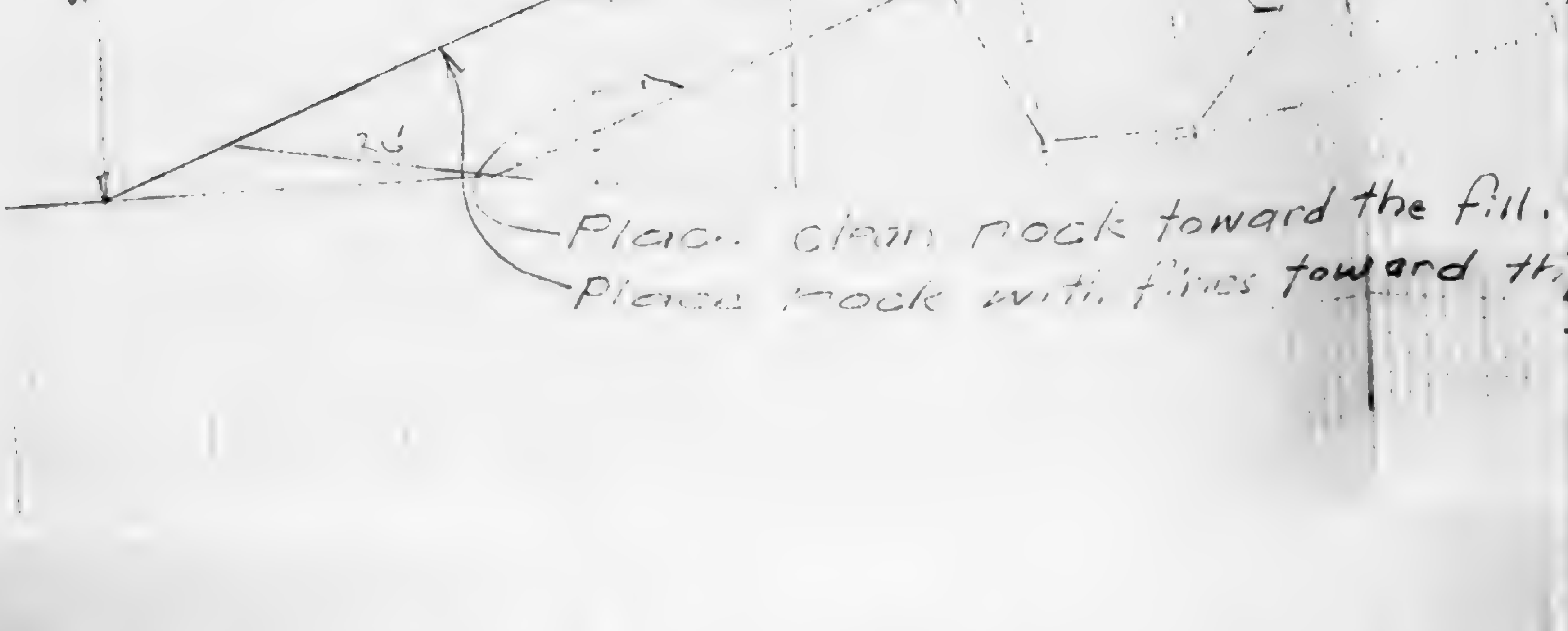
then c, required $= \dfrac{T_0 - N_0 t}{L_0}$

c reqd $= \dfrac{4.46^{0''} \times 20 \times 20 \times 120}{2}$

$= \dfrac{214.000^{\#} - 93.400}{230'}$

$= \dfrac{120.600}{230}$

c requ. $= 520^{\#}/_{ft^2}$



Place clean rock toward the fill.

Place rock with fines toward th

22
64
48
78
62
18
3.22 □"
ΔN₁ - N_B
Counter [illegible]

13
48
60
28
6
1.55 □"
ΔN₀ - N₁
[illegible]

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56
36
74
76
82
82
72
56
40
20
2
6.48 □"
N₀

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82
82
72
56
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2
7.10 □"
N₁

72
82
76
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$+\Delta T_B =$
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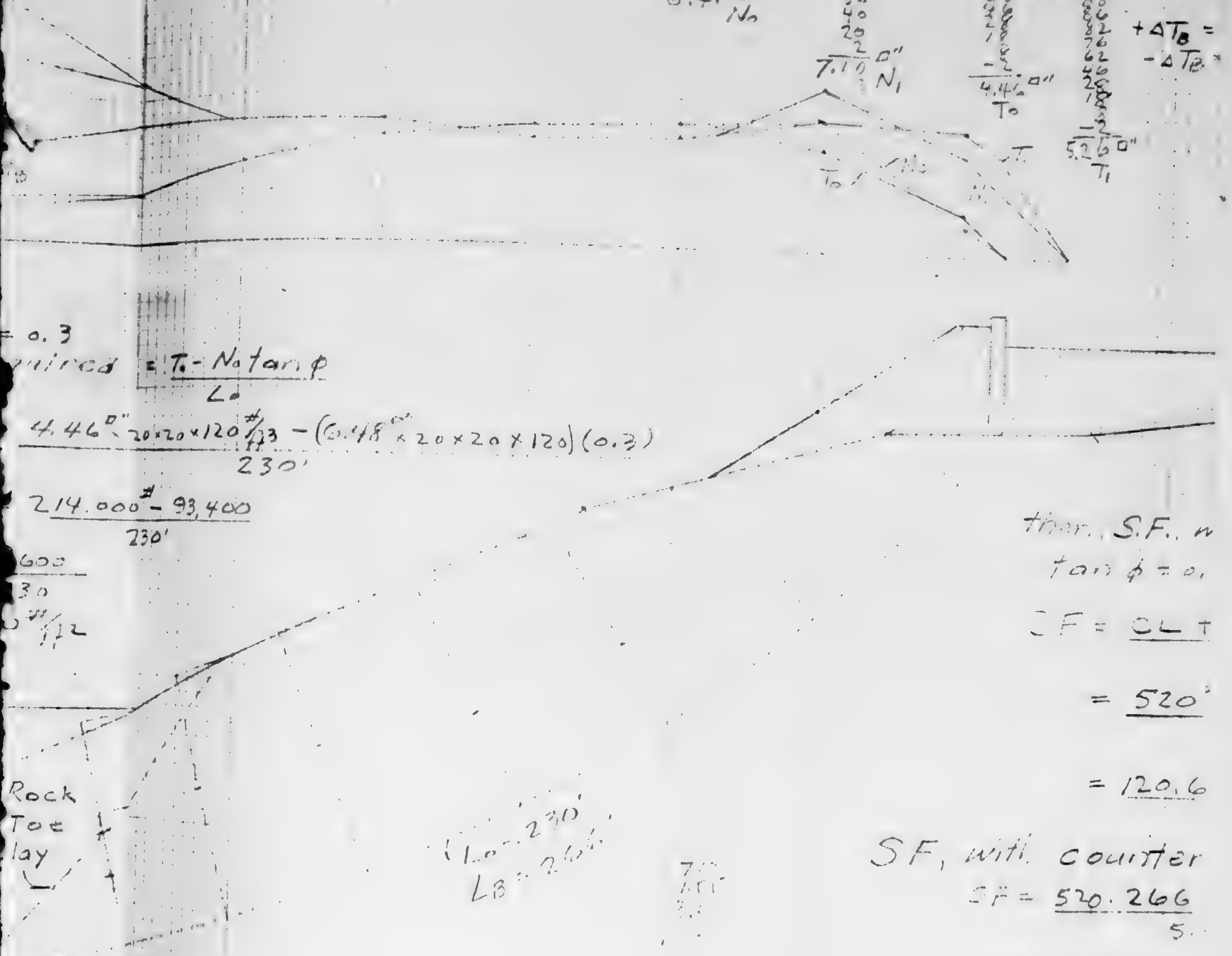

= 0.3

quired $= \frac{T_0 - N_0 \tan\phi}{L_0}$

$= \frac{4.46 □" \cdot 20 \times 20 \times 120 \#/□" - (6.48 □" \times 20 \times 20 \times 120)(0.3)}{230'}$

$= \frac{214,000\# - 93,400}{230'}$

600
30
#/ft²

then S.F. w
tan φ = 0.

SF = CL +

= 520

= 120.6

SF, with counter

SF = 520 · 266
5.

SF = 1.21

ard the fill.
toward the slope.

NEIL CREE
Effect of Cou
on Stability

ith ramp and Rock Toe Inlay

3 , $c = 520\ \#/ft^2$

$$\frac{N \tan\phi}{T}$$

$$\#/ft^2 \cdot 230' + \frac{8.65'' \times 20 \times 20 \times 120 \times 0.3}{5.26'' \times 20 \times 20 \times 120}$$

$$\frac{00^{\#} + 125{,}000^{\#}}{253{,}000} = 0.97$$

balance

$$+ \frac{11.87 \times 20 \times 20 \times 120 \times 0.3}{3 \times 20 \times 20 \times 120} = \frac{138{,}000 + 171{,}000}{255{,}000}$$

℄ TRUCK ESCAPE RAMP
unterbalance Berm
r.

12-14-76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 14, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Ashland-California State Line Section
Pacific Highway
Jackson County
Neil Creek Truck Escape Ramp

A review of the slope stability at the subject location has been made by Mr. Yarbrough and is attached. This report was reviewed with Mr. Yarbrough by A. Olson, L. L. Wallace and myself on Friday, December 10, 1976. Based on this review the berm behind the wall will be minimized by tapering it out from Station 297+00 to Station 293+00.

The safety factor of the slope against sliding is approximately 1.06 at the present and would not change appreciably with the construction of the truck escape ramp according to Mr. Yarbrough. To increase the slope stability a rock toe inlay would have to be installed along with a 40 foot thick rock blanket. If rock material from the summit cut were utilized to provide a complete slope stabilization design the cost would approximate $500,000.

A smaller scale slope stabilization design is being developed by Mr. Yarbrough. This will utilize the material from the summit cut on the northbound lane side. Instead of hauling this material around to the waste disposal site on the southbound lane side we will haul it down to the truck escape ramp site and use it to help stabilize the potential slide area. This can be done at very little extra cost if any to the project.

The estimated cost of the truck escape ramp is $300,000±. Four hundred feet of the 1,200 feet arrester bed lies in this slide area.

Based on the following, it is recommended that we proceed with the design and construction of the truck escape ramp utilizing a down scoped slope stabilization design:

1. Uncertainties and impossibility of evaluating existing stability conditions.

2. High cost of stabilization work in relation to investment protected. Assuming slide would only affect the last 400 feet of the arrester bed and the exit ramp from the bed.

3. The total length of the bed more than likely will not be required. If this were the case and a localized slide occurred at the end a new exit could be constructed for far less than the full scale stabilization work.

1 Vorstong ✓
2 Olson
3

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DEC 14 1976
ROAD
DESIGN
SECTION

Requires Reply
Receiver
Do not File
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Bring Up
Other

The above concept was reviewed by Mr. E. S. Hunter and tentatively approved by Mr. Tom Lowe by telephone on Friday, December 10, 1976, and Monday, December 13, 1976.

DOC:az
cc: E. S. Hunter
F. E. Terpin
A. E. Shirley, w/attach.
F. W. Yarbrough
L. L. Wallace
A. D. Olson
T. Lowe, FHWA, w/attach
W. E. Cole

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1976

SUBJECT: Ashland-California Line Section
Pacific Highway
Jackson County
Neil Creek Truck Escape Ramp

To: J. H. Versteeg
Road Design Engineer

Attention: Duane Christensen

The loading effect of the proposed truck escape ramp will be significant at two or three sections near station 293. With the berm behind the wall, the sliding force will increase by 50 percent and at least 20 percent without the berm.

Stability conditions in this fill and foundation are impossible to evaluate. Historically, slides here have occurred after heavy precipitation, but the magnitude of seepage pressure at the moment of sliding is unknown. Secondly, the foundation is a laminated formation of thin layers of clay and siltstone which appear quite strong but failed in the 1971 slide. There is no practical way to determine the available shear strength in the weakest of the contact surfaces between the layers. So, there is an unknown force, seepage, and an unknown strength in the foundation. This is probably why it was easy in 1971 to take on a new set of uncertainties by moving the alignment into the cut.

All of the slides here have been restored with rock toe inlays, even the 1971 slide when the line was also moved into the hill. But the stabilizing effect figures too skimpy, 6 to 12 percent increase in resisting force, based on unverified assumptions about factors just described. Twenty percent increase is usually desired. So, the existing stability of the fill slopes is marginal without any additional loading.

Do you want me to design stabilizing construction for the proposed ramp?

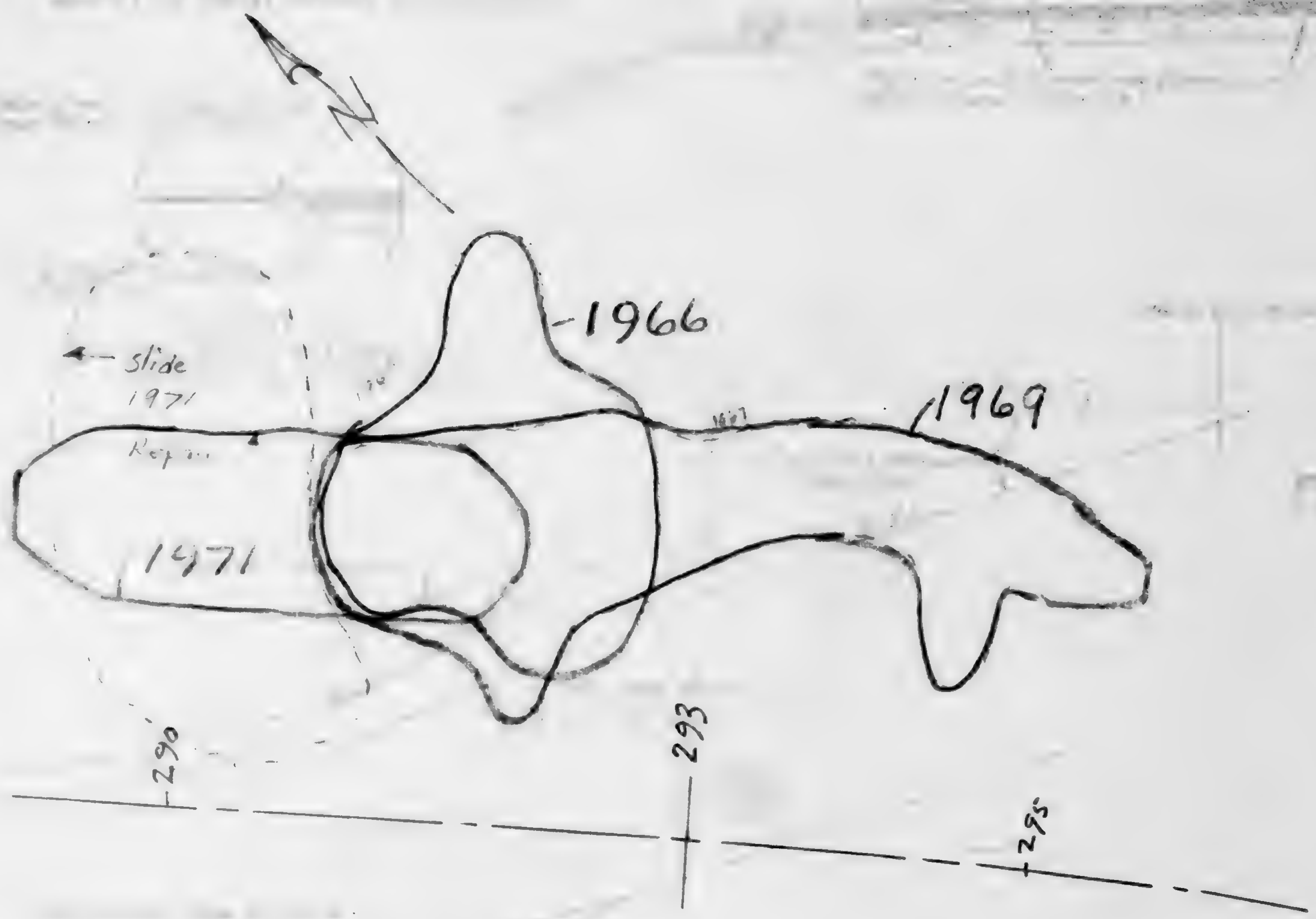
Frank Terpin
Location Engineer

by F. W. Yarbrough
Soils & Geology Engineer

Discussed [illegible]
apparently the escape ramp [illegible]
add to the problem [illegible]
by the potential [illegible]

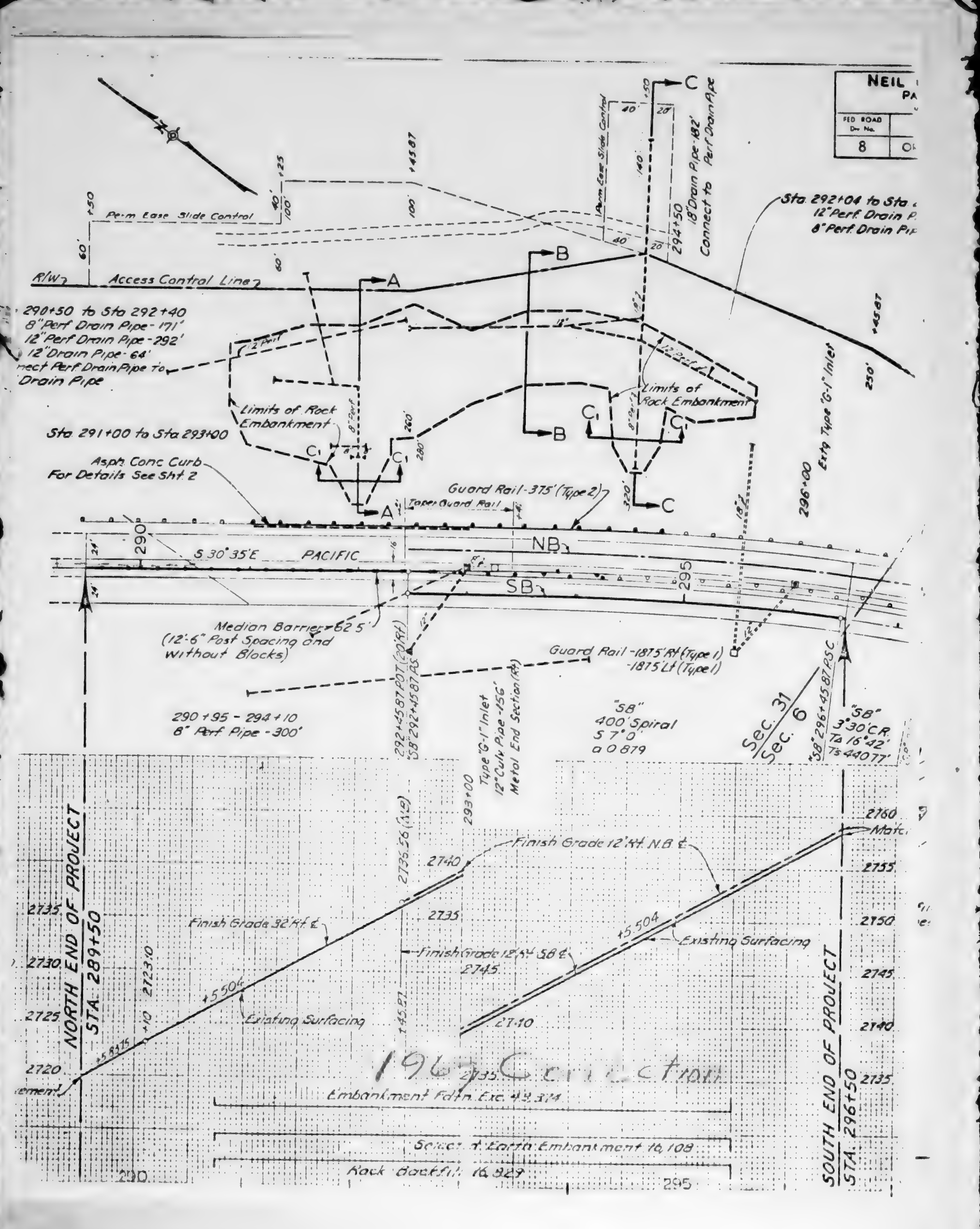
FWY:af

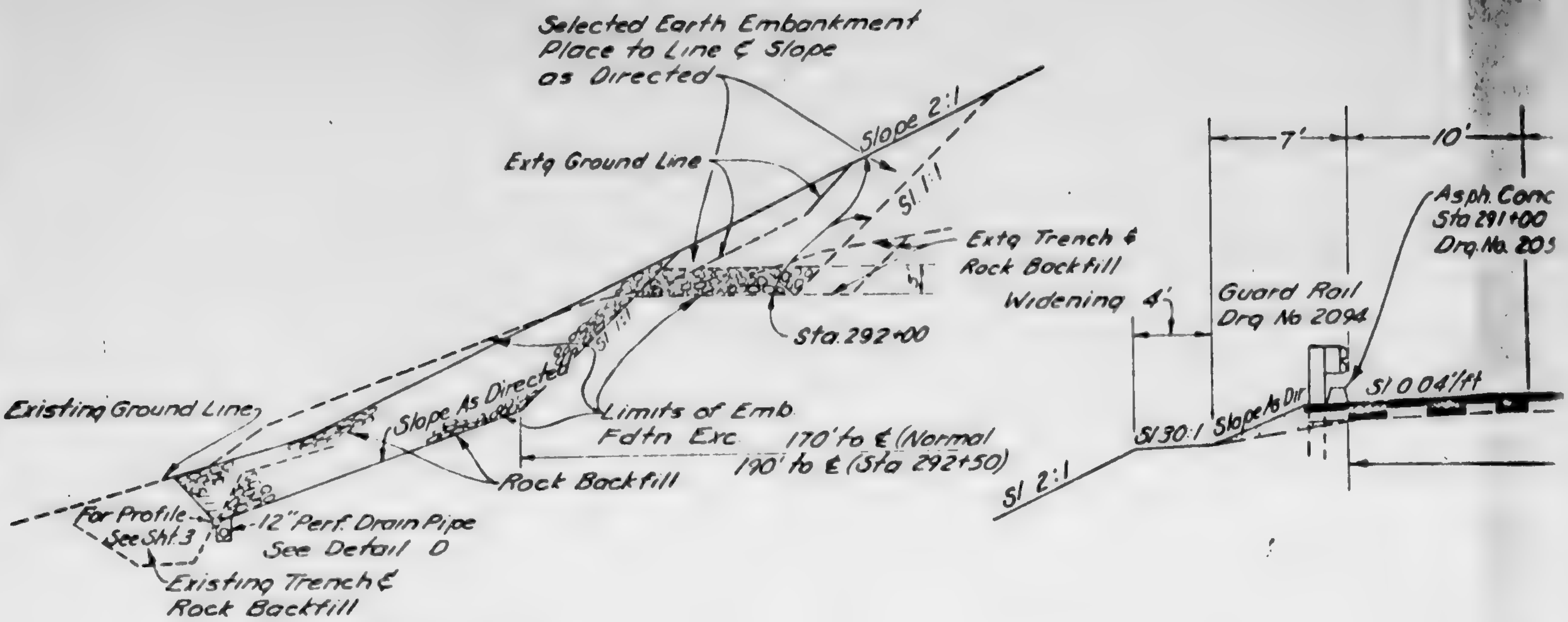
Until this [illegible]
[illegible] end of the ramp, [illegible]
not getting into the [illegible]
Discussed [illegible]
[illegible]
Cost [illegible]
Ramps [illegible]
[illegible], etc [illegible]



NEIL CREEK SLIDE
Location Relationship of Corrections.
1" = 100'

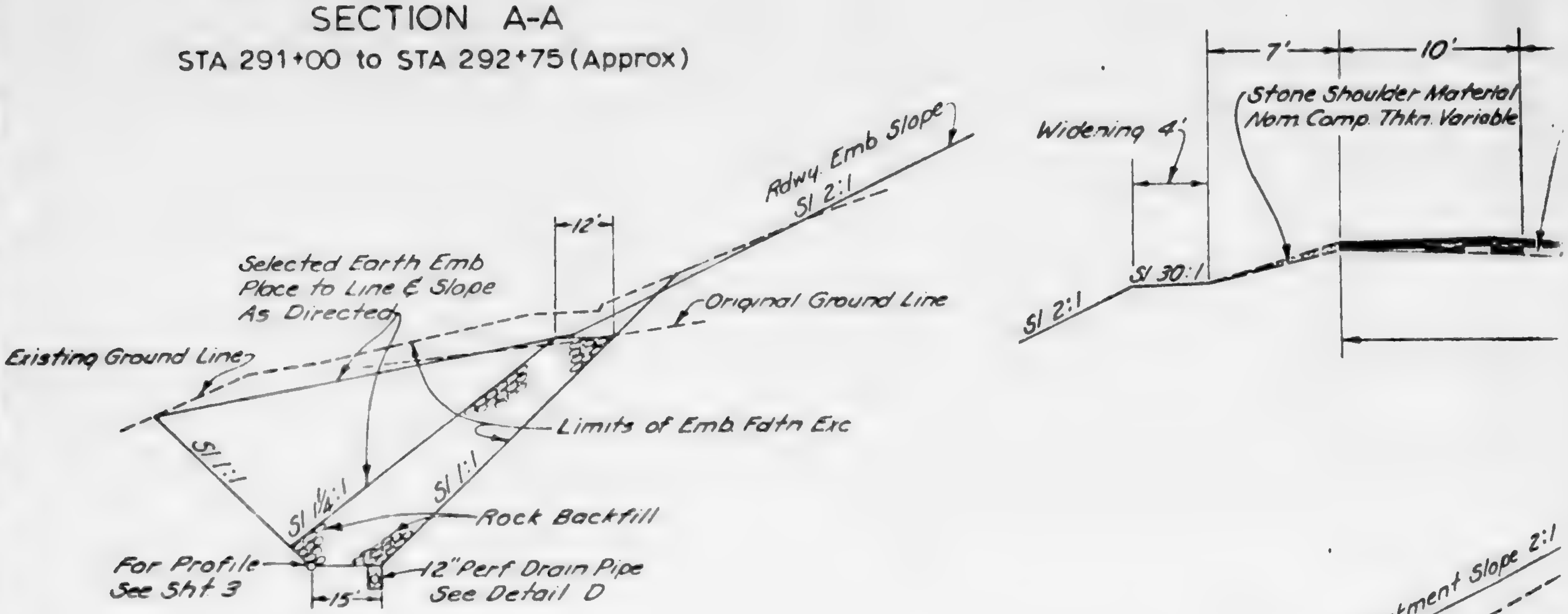
12/8/76


NEIL
PA
FED ROAD Div No.
8
OR
Perm Ease Slide Control
Perm Ease Slide Control
R/W
Access Control Line
290+50 to Sta 292+40
8" Perf Drain Pipe - 171'
12" Perf Drain Pipe - 292'
12" Drain Pipe - 64'
nect Perf Drain Pipe to
Drain Pipe
18" Drain Pipe - 182'
Connect to Perf Drain Pipe
Sta 292+04 to Sta
12" Perf Drain P
8" Perf Drain Pi
A
B
C
C1
Limits of Rock Embankment
Limits of Rock Embankment
Sta 291+00 to Sta 293+00
Asph Conc Curb
For Details See Sht 2
Guard Rail - 375' (Type 2)
Taper Guard Rail
Exstg Type "G-1" Inlet
296+00
294+50
290
295
S 30° 35' E
PACIFIC
NB
SB
Median Barrier - 62.5'
(12'-6" Post Spacing and without Blocks)
Guard Rail - 187.5' Rt (Type 1)
- 187.5' Lt (Type 1)
292+45.87 POT (20' Rt)
"SB" 292+45.87 P.S.
Type "G-1" Inlet
12" Culv Pipe - 156'
Metal End Section (Rt)
290+95 - 294+10
8" Perf Pipe - 300'
"SB"
400' Spiral
S 7° 0'
a 0.879
Sec. 31
Sec. 6
"SB" 296+45.87 PSC
"SB"
3° 30' C.R.
Ta 16° 42'
Ts 440.77'
NORTH END OF PROJECT
STA. 289+50
SOUTH END OF PROJECT
STA. 296+50
Finish Grade 32' Rt ℄
Finish Grade 12' Rt N.B ℄
Finish Grade 12' Rt SB ℄
Existing Surfacing
Existing Surfacing
+5.504
+5.504
+5.8375
2723.10
2735.56 (NB)
293+00
+45.87
Match
Embankment Fdtn. Exc. 43,374
Selected Earth Embankment 16,108
Rock Backfill 16,829
1967 Correction
2720
2725
2730
2735
2740
2745
2750
2755
2760
2710
290
295



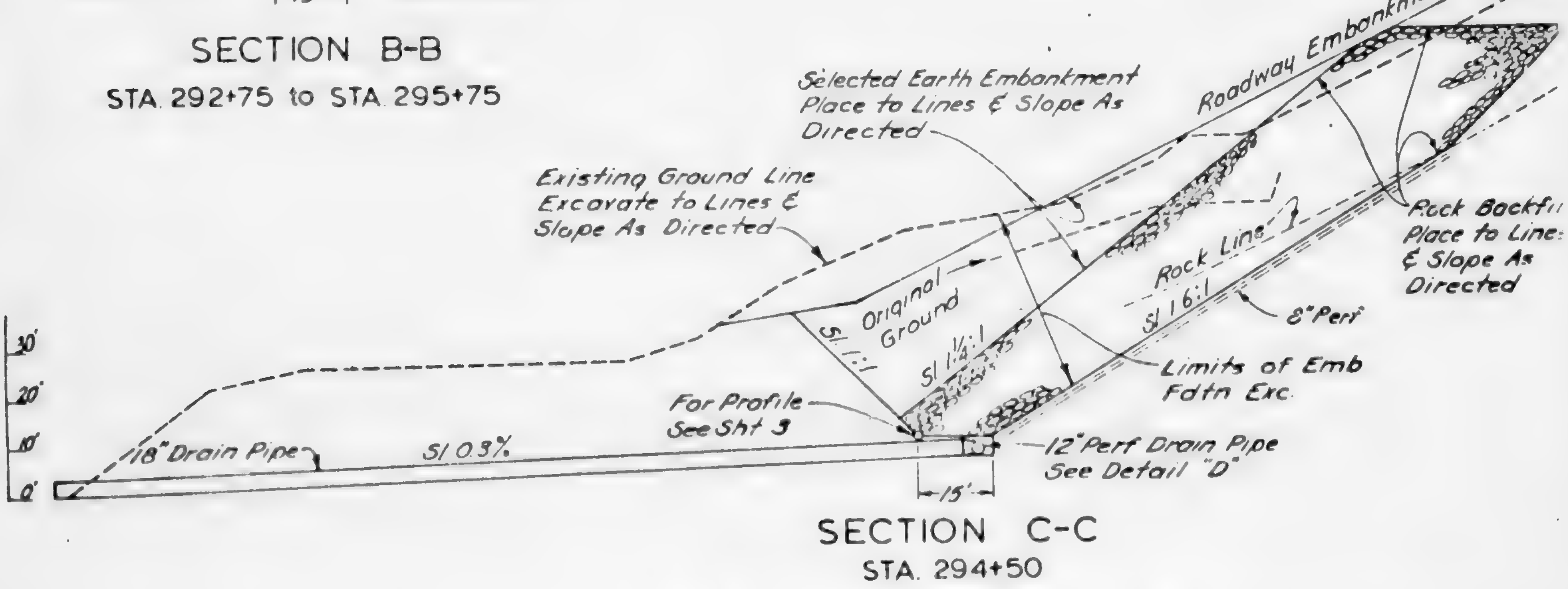
SECTION A-A

STA 291+00 to STA 292+75 (Approx)



SECTION B-B

STA. 292+75 to STA. 295+75

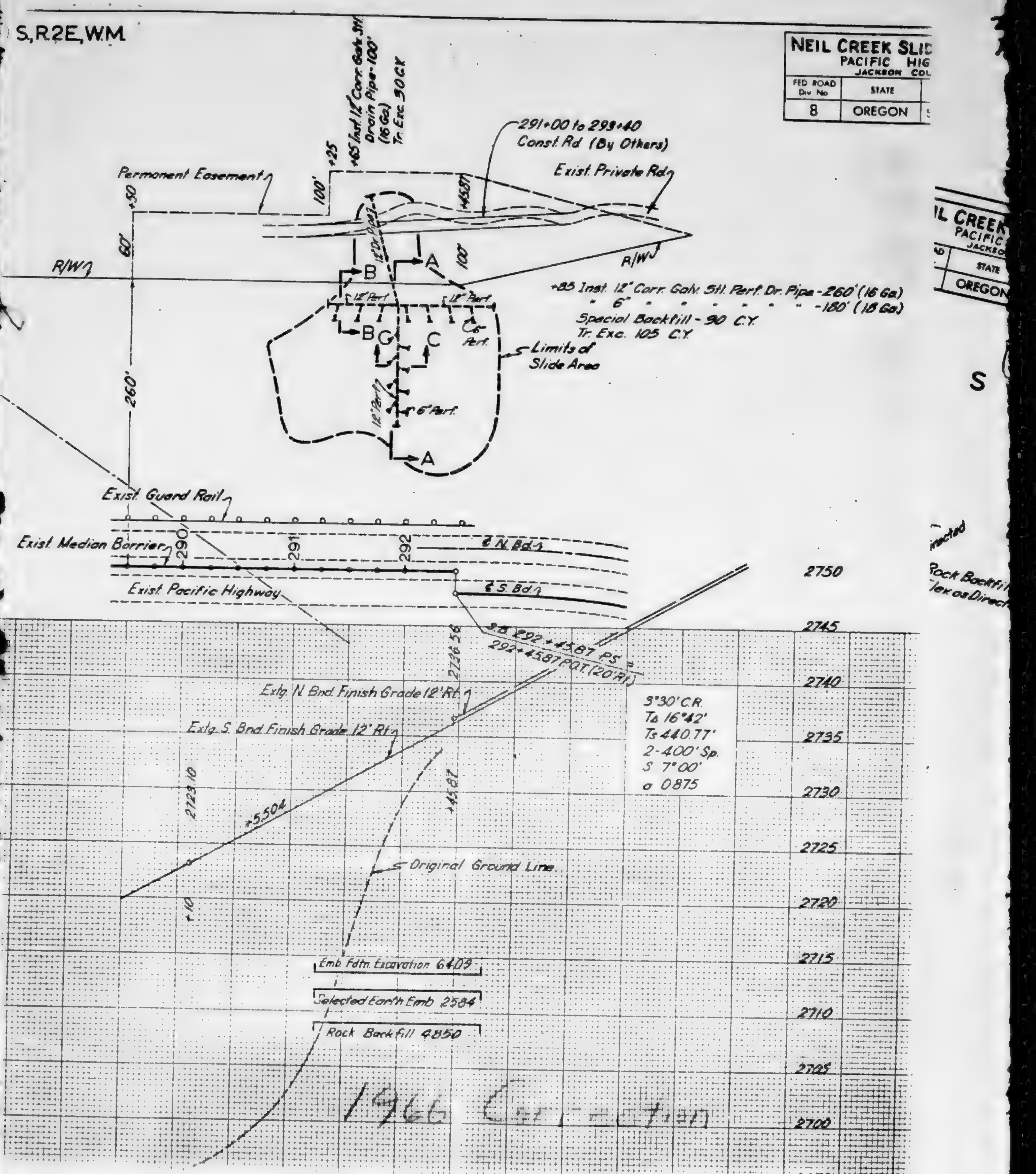

Roadway Embankment Slope 2:1
Selected Earth Embankment Place to Lines ¢ Slope As Directed
Existing Ground Line Excavate to Lines ¢ Slope As Directed
Rock Backfill Place to Lines ¢ Slope As Directed
Rock Line
Original Ground
Sl 1:1
Sl 1¼:1
Sl 1.6:1
8" Perf
Limits of Emb Fdtn Exc
30'
20'
10'
0'
18" Drain Pipe
Sl 0.3%
For Profile See Sht 3
12" Perf Drain Pipe See Detail "D"
15'

SECTION C-C

STA. 294+50

NEIL CREEK SLID
PACIFIC HIG
JACKSON COL

FED ROAD Div No	STATE	
8	OREGON	S



1966 Correction

9V-1

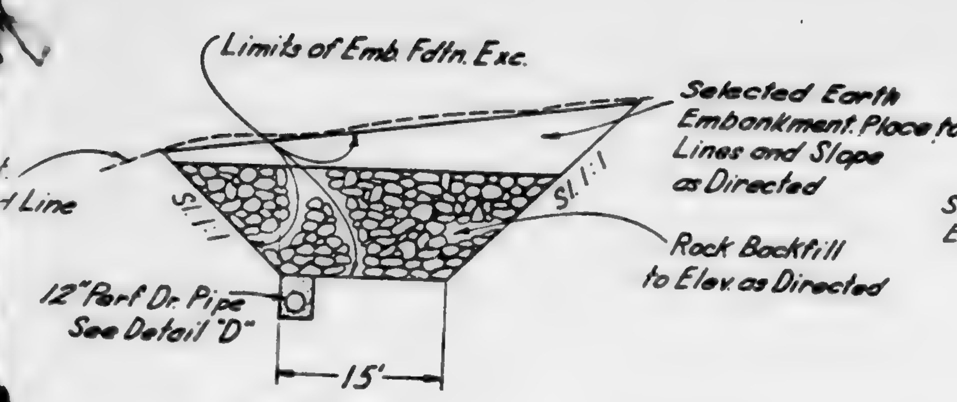
NEIL CREEK SLIDE SECTIO

PACIFIC HIGHWAY

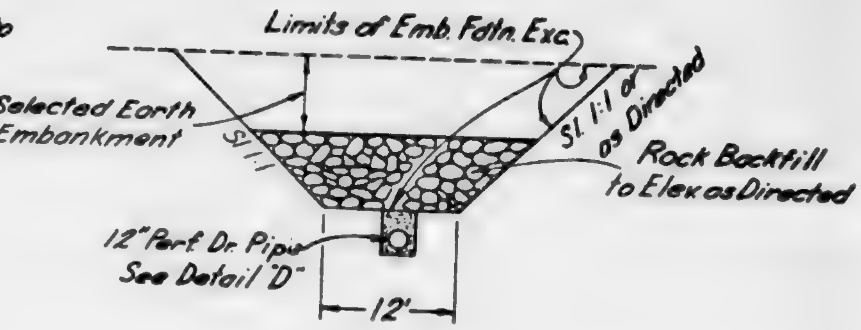
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON	STATE	

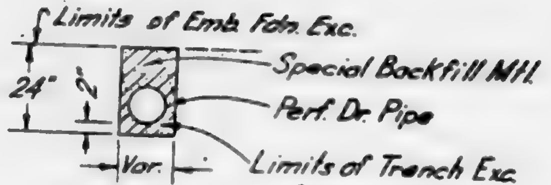
YPICAL SECTIONS


Limits of Emb. Fdtn. Exc.
Selected Earth Embankment. Place to Lines and Slope as Directed
d Line
Sl. 1:1
Sl. 1:1
Rock Backfill to Elev. as Directed
12" Perf. Dr. Pipe See Detail "D"
15'

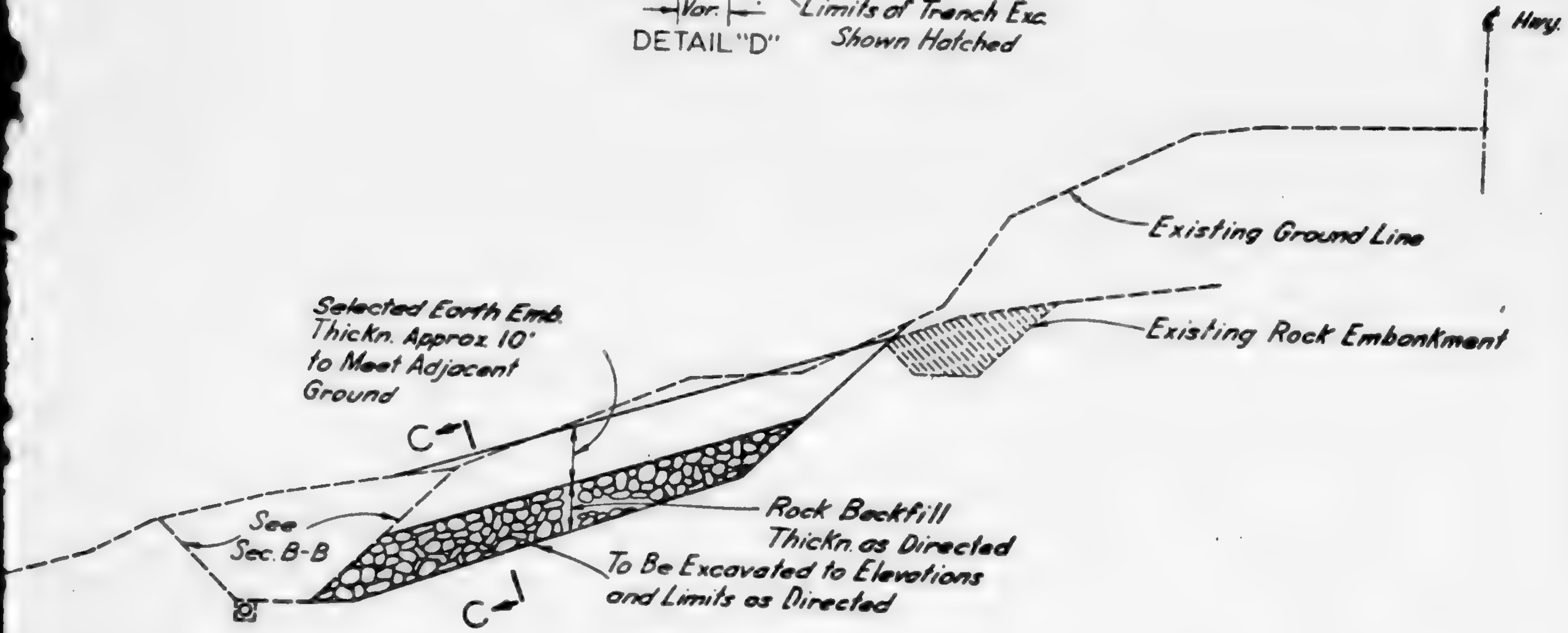
SECTION B-B


Limits of Emb. Fdtn. Exc.
Selected Earth Embankment
Sl. 1:1
Sl. 1:1 or as Directed
Rock Backfill to Elev. as Directed
12" Perf. Dr. Pipe See Detail "D"
12'

SECTION C-C


Limits of Emb. Fdtn. Exc.
24"
2"
Special Backfill Mtl.
Perf. Dr. Pipe
Var.
Limits of Trench Exc. Shown Hatched

DETAIL "D"


℄ Hwy.
Existing Ground Line
Existing Rock Embankment
Selected Earth Emb. Thickn. Approx. 10" to Meet Adjacent Ground
C
C
See Sec. B-B
Rock Backfill Thickn. as Directed
To Be Excavated to Elevations and Limits as Directed

SECTION A-A

1966 Construction

$cL + N \tan\phi = T$, let $\tan\phi = 0.2$

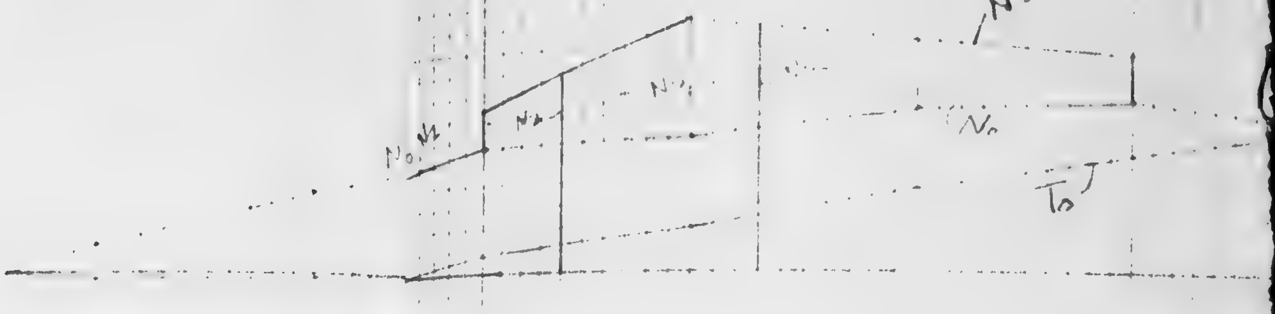
then c, required

$c = \frac{T - N\tan\phi}{L} = \frac{(3.95 \times 20 \times 20 \times 120) - (3}{20}$

$= \frac{190{,}000 - 53{,}400}{200} = 690 \#/ft^2$

$\tan\phi$, reqd. $= \frac{T}{N}$

$\tan\phi = \frac{3.95}{5.56} = 0.7$



300

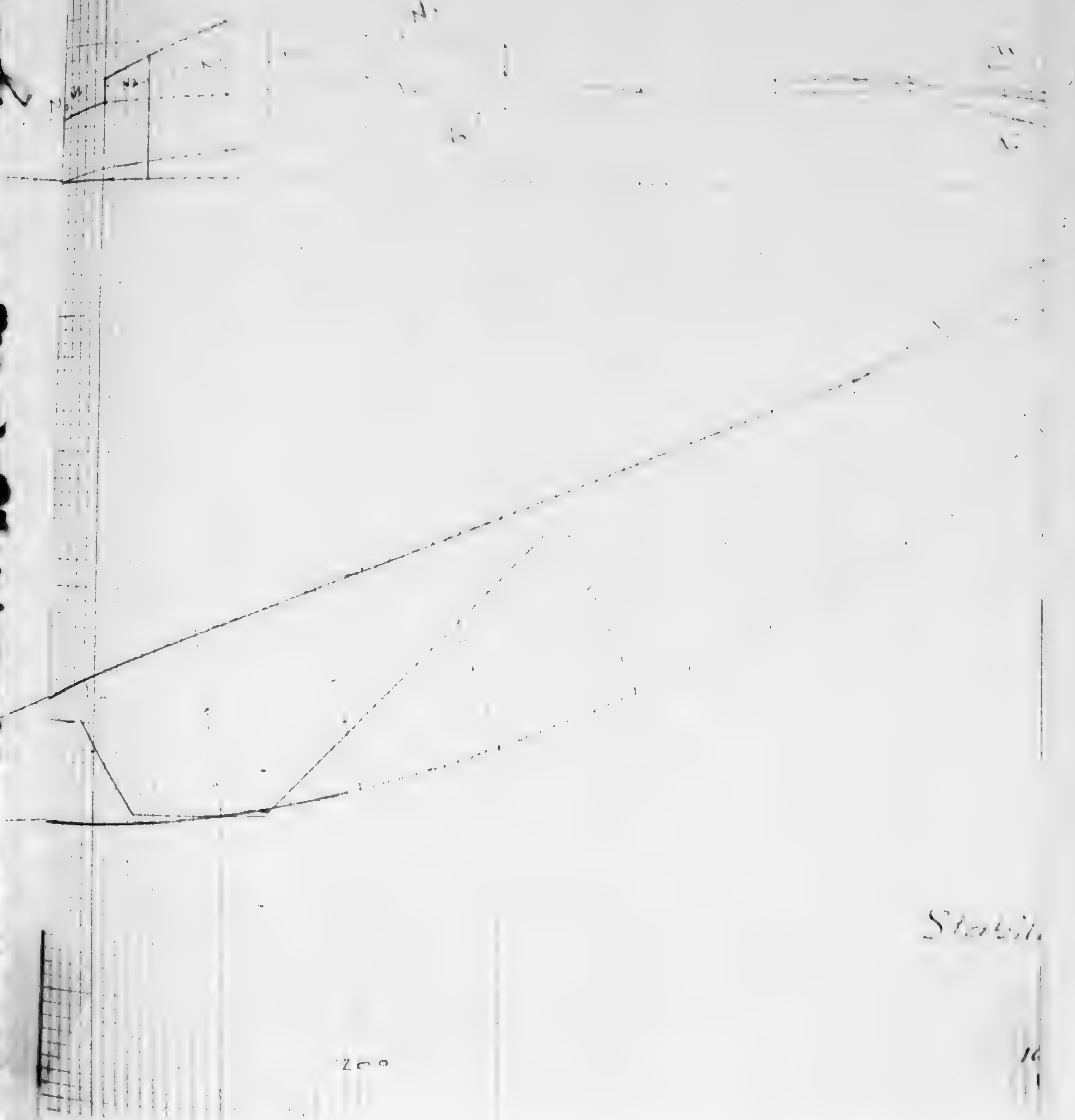
200

tion [illegible] T, let [illegible] = 2

requ

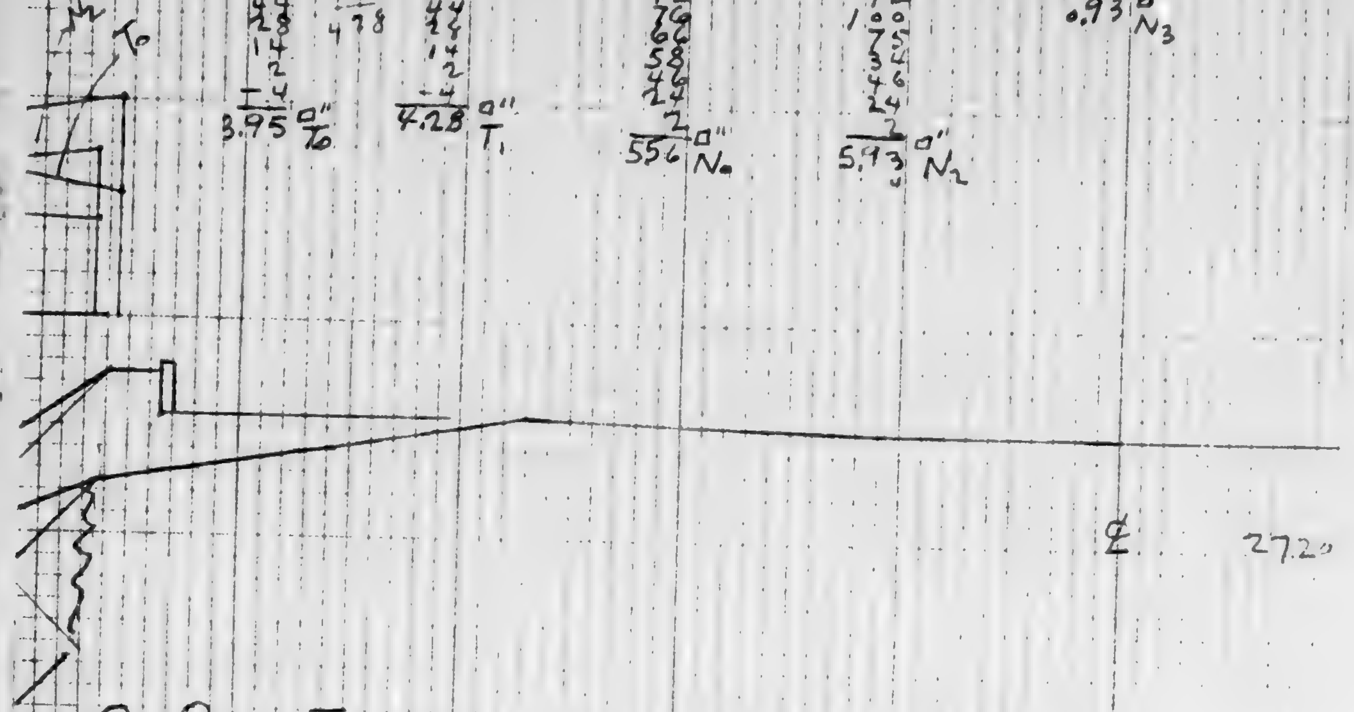
$= \frac{T \cdot N \text{tong}}{L} = \frac{([illegible]) - ([illegible])}{[illegible]}$

$= \frac{190{,}000 - 53{,}4[illegible]}{200} = [illegible]$



Shear stress, $s = \frac{T}{L} = \frac{190{,}000^{\#}}{200'} = 950\ ^{\#}/_{ft^2}$

T_0		T_1	N_0		N_2	N_3
27	17	44	16	10	26	33
22	1.6	88	58	16	74	60
80	33	80	70	2	72	0.93 $^{\square}$ N_3
72	395	72	68		68	
60	428	60	72		72	
44		44	76		1.00	
28		28	66		75	
14		14	58		34	
2		2	46		46	
-4		-4	24		24	
			2		2	
3.95 $^{\square''}$ T_0		4.28 $^{\square''}$ T_1	556 $^{\square''}$ N_0		5.93 $^{\square''}$ N_2	



Safety Factor, SF. with rock toe

2700

$$SF = \frac{cL + N\tan\phi}{T}$$

$N_2 \tan\phi = 5.93 \times 20 \times 20 \times 120 \times 0.2 = 57{,}000^{\#}$

2680

$N_3 \tan\phi = 0.93 \times 20 \times 20 \times 120 \times 0.4 = 19{,}000^{\#}$

$$SF = \frac{137{,}000 + 57{,}000 + 19{,}000}{190{,}000}$$

137
11
213

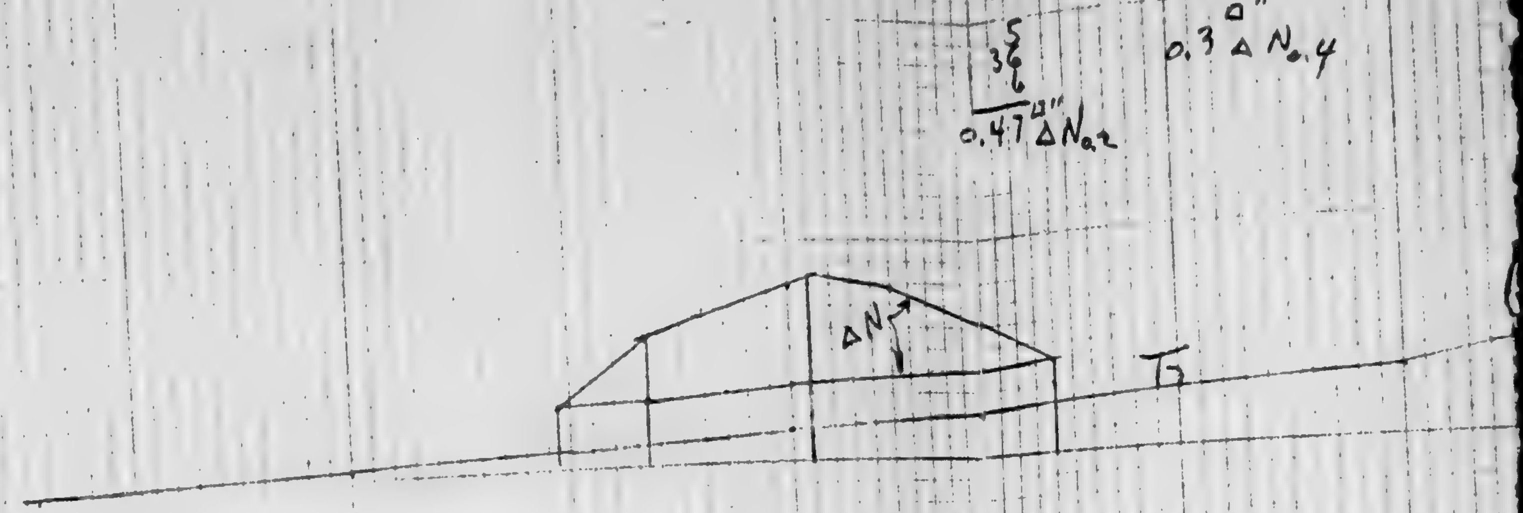
$$= \frac{213}{190} = 1.12$$

60

NEIL CREEK TRUCK ESCAPE RAMP

ity Analysis Sta 290

12-6-76



Safety Factor, due to rock toe; before ramp is

$$S.F. = \frac{cL + N\tan\phi}{T}$$

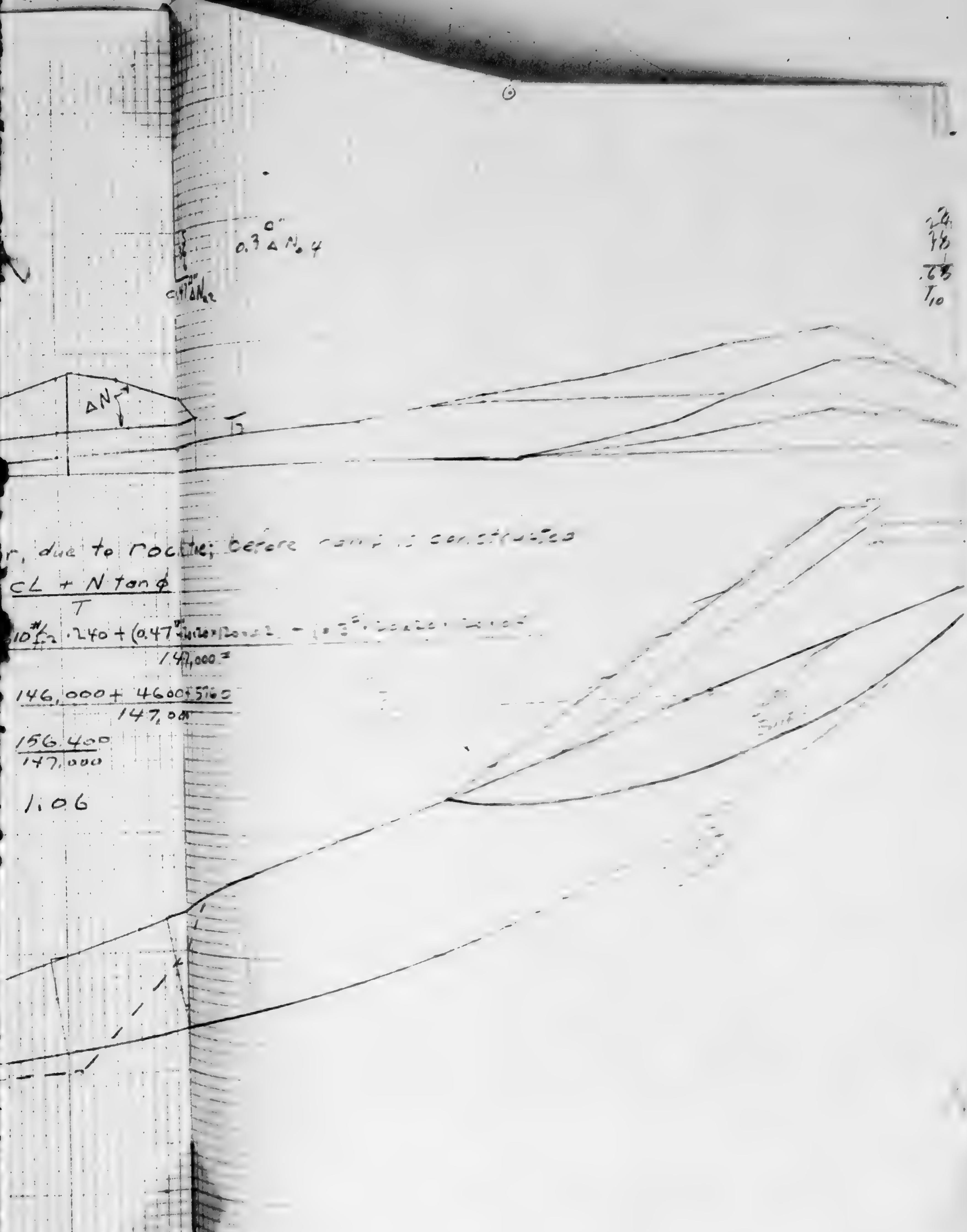
$$= \frac{610^{\#}/_{\square'} \cdot 240 + (0.47^{\square''} \cdot 20\times20\times120\times0.2) + (0.3^{\square''} \cdot 20\times2}{147{,}000^{\#}}$$

$$= \frac{146{,}000 + 4600 + 5760}{147{,}000}$$

$$= \frac{156{,}400}{147{,}000}$$

$$= 1.06$$

146
4.6
5.8
.564



r, due to rocking; before ramp is constructed

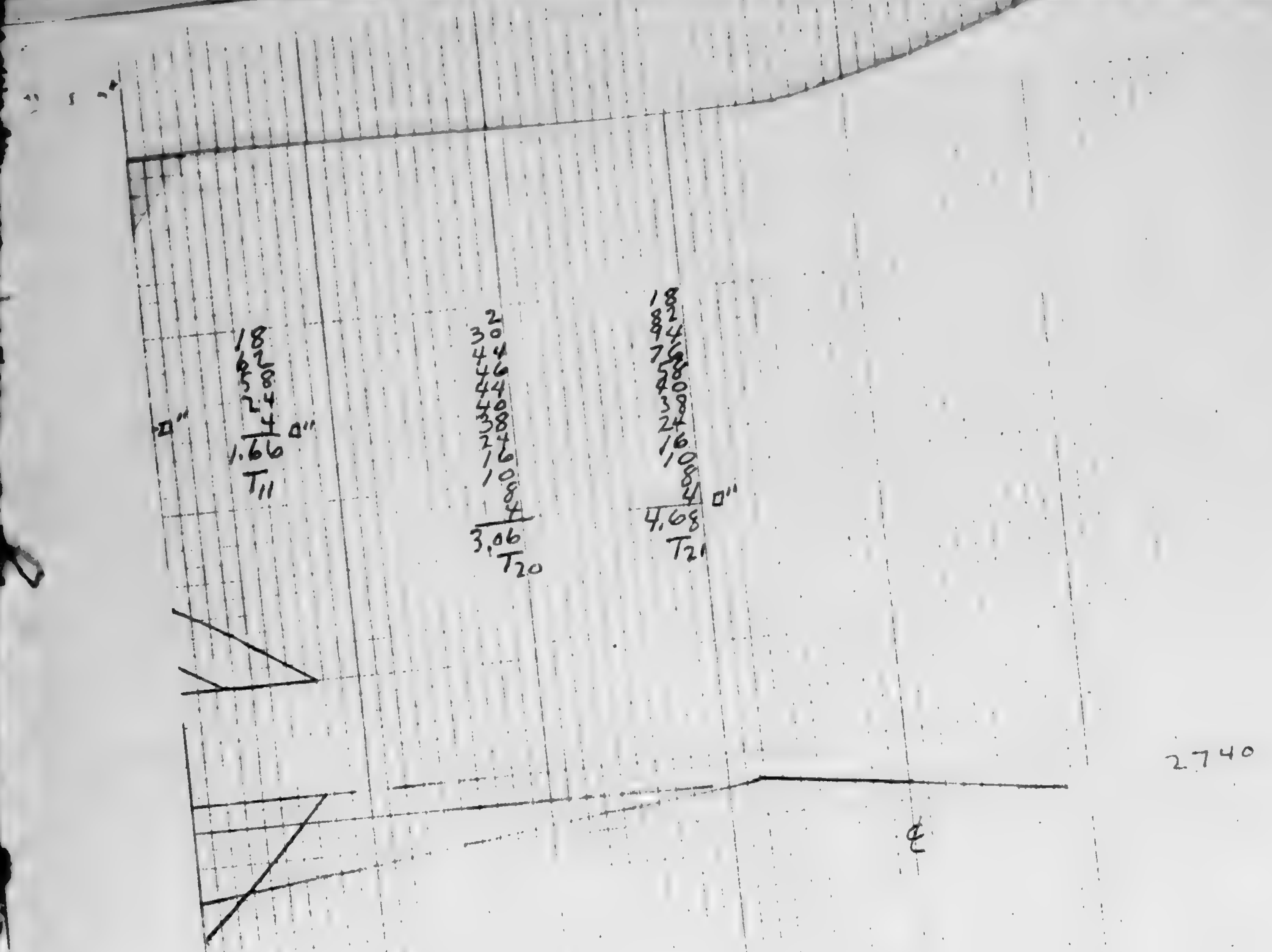
$$\frac{cL + N\tan\phi}{T}$$

$$\frac{10\,\#/\text{ft}^2 \cdot 240 + (0.47 \text{ [illegible]}}{147{,}000}$$

$$\frac{146{,}000 + 4600 + 5760}{147{,}000}$$

$$\frac{156{,}400}{147{,}000}$$

1.06



Shear stress, S_1 on slip 1

$$S_{10} = \frac{T_{10}}{L} = \frac{0.63 \times 20 \times 20 \times 120}{95'} = 320\ \#/\text{ft}^2 \text{ before ramp}$$

$$S_{11} = \frac{T_{11}}{L} = \frac{1.66 \times 20 \times 20 \times 120}{95'} = 840\ \#/\text{ft}^2 \text{ after ramp}$$

Shear stress, S_2 on slip 2

$$S_{20} = \frac{3.06 \times 20 \times 20 \times 120}{240} = 610\ \#/\text{ft}^2 \text{ before ramp}$$

$$S_{21} = \frac{4.68 \times 20 \times 20 \times 120}{240} = 940\ \#/\text{ft}^2 \text{ after ramp}$$

EIL CREEK TRUCK ESCAPE RAMP
Stability Analysis Sta 293

12/9/76

=193 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
December 7, 1976

FROM: John C. Jenkins
Engineer of Materials

John C Jenkins

TO: D. O. Christensen

SUBJECT: Truck Escape Ramp
Neil Creek Section
Pacific Highway

Recommended requirements for truck escape ramp arrestor aggregate bed:

(a) Durability - The source material from which the arrestor bed gravel is obtained shall meet the following qualifying test requirements:

Test	Test Method	Requirement
Degradation:		
Passing No. 20 Sieve	OSHD Standard	30% Max.
Sediment Height	OSHD Standard	3" Max.
Abrasion	AASHTO T96	30% Max.

(b) Sand Equivalent - The arrestor bed gravel shall have a sand equivalent of not less than 68 when tested in conformance with OSHD Standard test.

(c) Soundness - When aggregates are subjected to five alterations of the Sodium Sulfate Soundness test, AASHTO T104, the weighted percentage of loss shall be not more than 12%.

(d) Grading Requirements - The arrestor bed gravel shall conform to the following grading requirements:

Sieve Size	Percentage By Weight Passing
1"	100
3/4"	85 - 100
1/2"	-
3/8"	0 - 15

(e) Shape Factor - The maximum and minimum dimensions of the aggregate particles shall conform to the requirements in the following table:

Aggregate Size	Max. Dimension	Min. Dimension
Passing 3/4" - Retained 1/2"	1 1/8"	3/8"
Passing 1/2" - Retained 3/8"	3/4"	1/4"

(f) Crushing Requirement - The arrestor bed aggregate shall be uncrushed natural gravel complying with the following fracture requirement:

Percent fractured faces - 1% Max.

These requirements are intended to provide an arrestor bed aggregate which is clean, uncrushed, essentially of one size and nearly round so as to be noncompacting, free draining, and contamination resistant.

JCJ:gs

3 Versteeg ✓
2 Olson
1 Ch... Doc
Scott
Copy 3 Swenson
Savage
Trout
Krohn
RECEIVED
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ROAD DESIGN SECTION
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Bring Up
Other

F193

Yellow

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 10, 1976

FILE:

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Truck Escape Ramp
Neil Creek Location
Plan "F" (Final)
Pacific Highway
Jackson County

Transmitted are copies of Plan "F", reports and letters relating to a truck escape ramp proposed at the Neil Creek Location on I-5. The following are excerpts from an October 29 letter to E. S. Hunter.

"1. The first 100' section of the pea gravel bed would be without mounds.
"2. The next 200 lineal feet will have seven pea gravel mounds 1' high placed at 35' intervals.
"3. The next 300' would have nine pea gravel mounds 2' high placed at 35' intervals.
"4. The next 600' would have 17 pea gravel mounds 3' high placed at 35' intervals.
"5. A 100' long inertia barrier would be installed on the paved reentry ramp.

"Based on Gordon Beecroft's previous calculations for stopping the runaway truck (85 mph, fully loaded) this design offers the following in excess of these requirements.

"1. Seven pea gravel mounds 1' high.
"2. Nine pea gravel mounds 2' high.
"3. Three pea gravel mounds 3' high.
"4. An inertia barrier system 100' in length.

"This combination can be constructed for under $500,000 and is recommended to you for serious consideration."

Your review and comments on this proposal would be appreciated.

JHV:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
[illegible]

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Other

8193

November 10, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 5, 1976, we wrote to you concerning release of final payment on Contract No. 8193 awarded to M. C. Lininger & Sons, Inc., for work on the Neil Creek Section of the Pacific Highway in Jackson County.

The total contract amount is $502,853.14 including $9,823.35 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8173

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 29, 1976

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Truck Escape Ramp
Neil Creek Location
Plan "F" (final)
Pacific Highway
Jackson County

We have revised the arrester bed design for the truck escape ramp at the Neil Creek site on I-5. The 1,200' long pea gravel arrester bed has been divided into segments to develop the maximum stopping potential.

1. The first 100' section of the pea gravel bed would be without mounds.
2. The next 200 lineal feet will have seven pea gravel mounds 1' high placed at 35' intervals.
3. The next 300' would have nine pea gravel mounds 2' high placed at 35' intervals.
4. The next 600' would have 17 pea gravel mounds 3' high placed at 35' intervals.
5. A 100' long inertia barrier would be installed on the paved reentry ramp.

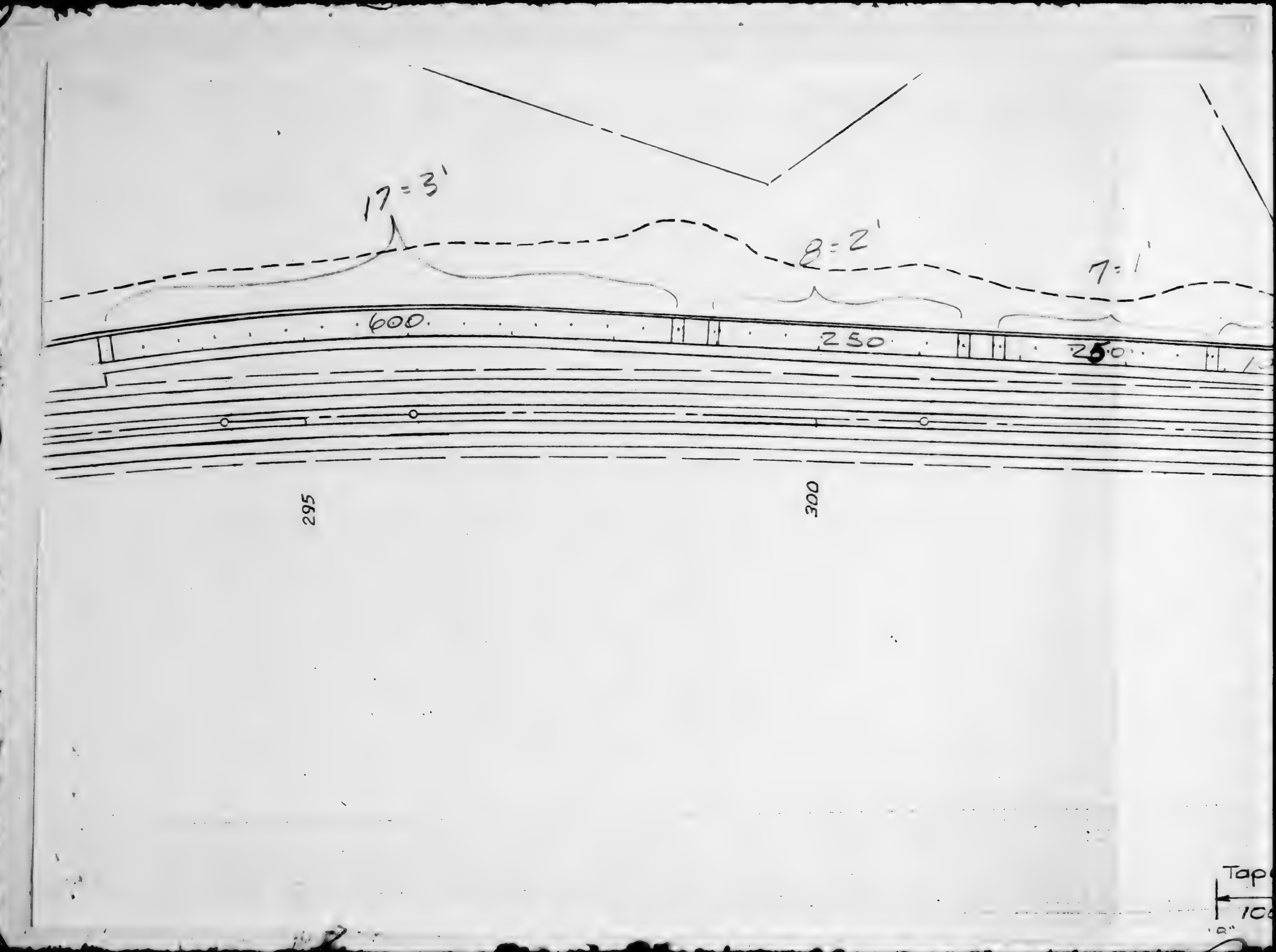
Based on Gordon Beecroft's previous calculations for stopping the runaway truck (85 mph, fully loaded) this design offers the following in excess of these requirements.

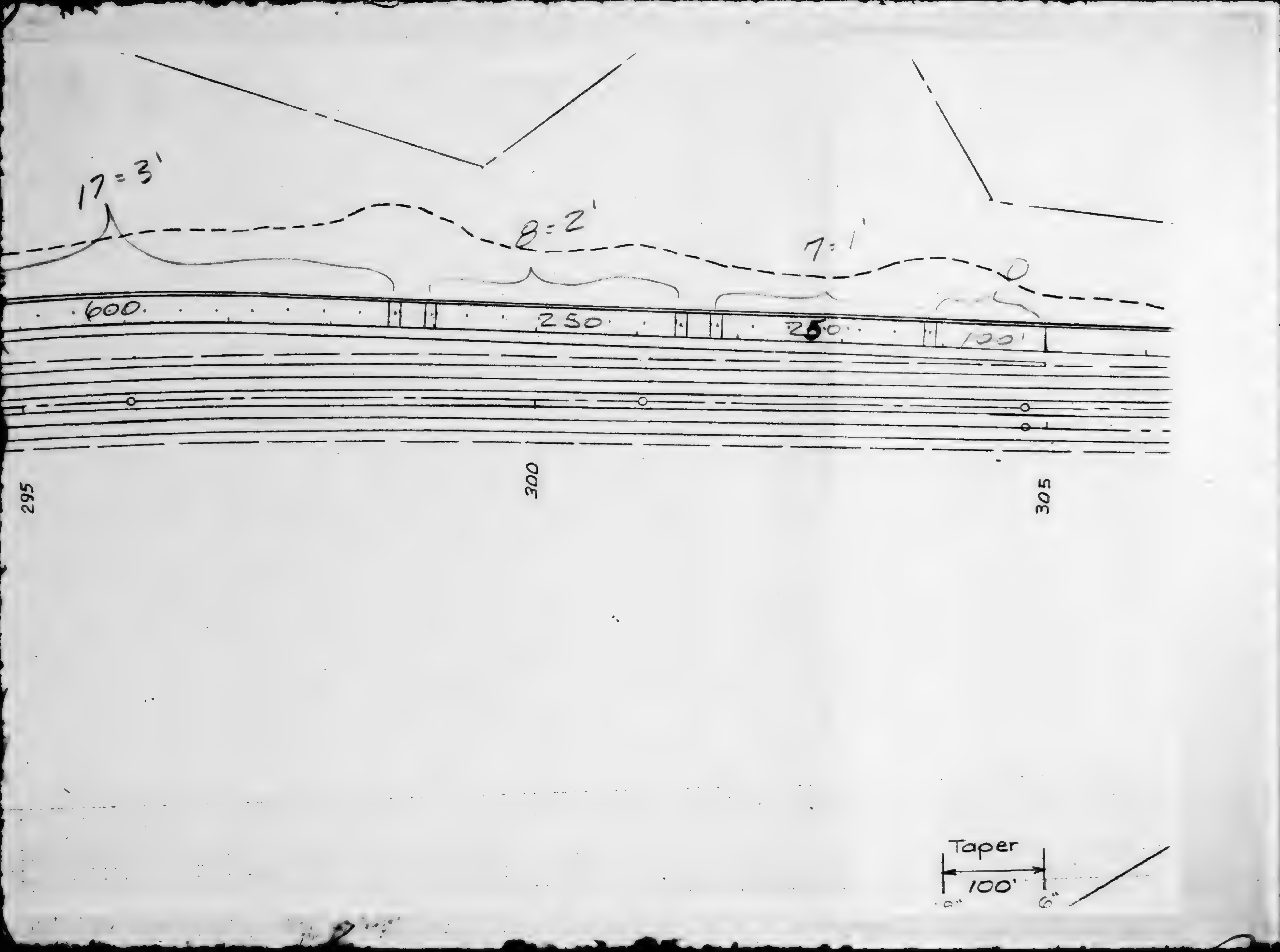
1. Seven pea gravel mounds 1' high.
2. Nine pea gravel mounds 2' high.
3. Three pea gravel mounds 3' high.
4. An inertia barrier system 100' in length.

This combination can be constructed for under $500,000 and is recommended to you for serious consideration. It is my recommendation that this design be submitted to the other sections and regions for their critical analysis and comments.

JHV:jh

STATE HWY ENGR
OCT 29 '76
REFER TO
FOR
D R
Sign
Act
File


17 = 3'
8 = 2'
7 = 1'
Tap


17=3'
8=2'
7=1'
Taper
6"
6"

F173

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 1, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Truck Escape Ramp
Interstate 5
Pacific Highway 1
Northbound: M.P. 9.0

Attention: Marlowe Krohn

We have reviewed a proposed plan for a truck escape lane northbound on the Siskiyou's. It is a commendable project and should be included in construction as soon as possible.

The overall length of the pea gravel bed is adequate. A truck traveling at 70 MPH should use approximately 800 feet of the ramp. Whereas, a truck traveling at 80 MPH would use approximately 1200 feet. A possible concern is the approach. Being on a 7 degree horizontal curve, there may be some doubt as to the ability of a high speed truck to make the sharper curve on the inside and still stay lined up with the escape lane. Also having a paved approach might encourage passenger cars to accidentally run into the lane. This could be especially true during snow season if pavement markings were obscured.

The use of sight posts as the only separation between the shoulder and the service lane might not be enough to keep tow trucks off of the shoulder. The result could be extensive maintenance of the sight posts. The height of the guard rail should be adequate to contain a truck.

L. E. George
L. E. George
Traffic Engineer

GE:rj

1 Versteeg ✓
2 Olson [illegible]
Christensen DOC
Scott
Swenson
Savage
Trout
3 [illegible] MK

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ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8193

13

July 19, 1976

M. C. Lininger and Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8193 for work on the Neil Creek Section of the Pacific Highway in Jackson County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of two and one-half days is granted, which would delete all liquidated damages. This is because of increases in bid item quantities.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
Alfred Shirley "

JAB:fr ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O.Box 300
Salem, Oregon 97308

DATE: July 16, 1976

In reply refer to: 1041B.3

SUBJECT: FAP ESP-I-5(78)10
Neil Creek Section
Pacific Highway
Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

I concur in a two and one-half day time extension as explained in Mr. Hunter's July 12 letter.

G. L. Green

cc:
OSHD Region 3 (Shirley)

[illegible]

RECEIVED
STATE HWY ENGR
JUL 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Neil Creek Section
FAP No. EPS-I-5-1(78)10
Contract No. 8193

M. C. Lininger and Sons, Inc. requests a two and one-half-day extension of their contract time because of an increase in the quantity on the bid item for moving temporary concrete barriers. This was done by the lineal foot with a contract quantity of 6,600 lineal feet but an actual completed quantity of 10,600 feet, for an increase of 61 percent. One complete extra move which was not called for in the State's construction plans was made and the runs were also lengthened on each end for more safety. Some pertinent dates on the project are:

Bids Opened	May 8, 1975
Contract Sent	June 4, 1975
Day Count Started	June 16, 1975
Work Started	June 2, 1975
Work Completed	November 13, 1975, two and one-half days' liquidated damages at $100 per day

The bid item for aggregate base also overran significantly, although it is still a comparatively small quantity. The contract quantity of 70 yards turned out

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

to be 648 cubic yards, for an overrun of 826 percent. Overall, contract bid items overran 4.2 percent.

We ask your concurrence in a two and one-half-day time extension which would delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8193

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 7, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Neil Creek Section
Contract No. 8193
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

M. C. Lininger and Sons, Inc. requests a 2-1/2 day extension of their contract time because of an increase in the quantity on the bid item for moving temporary concrete barriers. This was done by the lineal foot with a contract quantity of 6,600 lineal feet, but an actual completed quantity of 10,600 ft. for an increase of 61 percent. One complete extra move which was not called for in the State's construction plans was made and the runs were also lengthened on each end for more safety. Some pertinent dates on the project are:

Bids opened	May 8, 1975
Contract sent	June 4, 1975
Day count start	June 16, 1975
Work start	June 2, 1975
Work completed	November 13, 1975, 2-1/2 days liquidated damages at $100 per day

RECEIVED
STATE HWY ENGR
JUL 9 '76
REFER TO
FOR
Info Inves R/D D-R Sign Att File

I note that 27 days elapsed between the bid opening and the time the contract was sent. This exceeds the 20 days allowed by specifications (103.08) and ordinarily this situation is considered a valid reason for time extension by itself even though the day count does not start. Presumably it is disruptive to the contractor's scheduling and also usually, as in this case, causes the last contract days to be later in the construction season.

This contract is exceptionally clean as far as change orders. There are only two minor price agreements. This and the timely performance of the contractor probably account for the engineering being underrun some 7 percent, which is a rarity on work of this type these days.

I note that the bid item for aggregate base also overran significantly although it is still a comparatively small quantity. The contract quantity of 70 yards turned out to be 648 cubic yards for an overrun of 826 percent. Overall contract bid items overrun 4.2 percent.

Considering all the above, we concur with the Resident and Region recommendations for a 2-1/2 day time extension which would delete all liquidated damages. This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr
Att.
cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 2-1/2 day extension of contract time deleting all liquidated damages because of increases in bid item quantities, (moving temporary barrier, aggregate base and others that accumulate to a 4.2 percent net money overrun).

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

E J Hunter
Deputy State Highway Engineer

Contract No. ....

Project designation .... State-Federal

Date awarded ....

Work started ....

Per cent completed .... Date

No. of Workdays Allowed ....

No. of Workdays Used ....

No. of Added Workdays Requested ....

E—330(Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 19, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of / Calendar ~~workdays~~ from 125 days to 127.5 days, within which to complete our Contract No. 8193, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The original plans called for transferring traffic on the south end of the project on a curve and in a saw tooth section. Traffic was transferred within the work limits causing us to have a 61% increase in Item 5 -move temp. conc. barrier. This increase along with additional flagging delayed our project 2.5 days.

Respectfully submitted,

M.C. Lininger & Sons, Inc.
Contractor

By

CONSENT OF SURETY

Date May 19, 1976, 19

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By:
H. [illegible] Durch Attorney-in-fact

[illegible] OREGON

(SEAL)

Resident Agent

Resident Agent For Oregon

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE June 21, 1976

TO J.X.Wilson, Region Construction Engineer

FROM Wm H Maude
Wm.H.Maude, Resident Engineer

SUBJECT Truck Accidents
Neil Creek Section
Pacific Highway
Jackson County

Listed below are some of the truck accidents in the Neil Creek area. Some accidents were not recorded as no inspector was in the area:

June 10, 1976	Slow moving truck ran onto the reservoir fill to stop, no damage.
May 18, 1976	Truck over the fill. Stayed upright, tandem axles torn off.
March, 1976	Two trucks collided. Tanker over the edge, box tore out median rail.
February, 1976	Truck over the bank. Stayed upright, minor damage.
September, 1975	Truck hit median barrier, the contractors trailer, the rest area reservoir, stockpiled lumber and then over the edge. Extensive damage.

The last two accidents this spring have had the trucks over the embankment normal to the slope. Injuries and damages have been minor. Now that the reservoir for the Siskiyou SRA is complete that more trucks will use this as an escape ramp during daylight hours when the area is visible.

ROSEBURG REGION
RECEIVED
JUN 2[illegible] 1976

RE	RME	[✓ RCE]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	FILE	
ENV	FAE	RBI	W	

Truck Accident
June 16, 1976

This truck was moving slowly but was without brakes. He elected to stop by running into the Reservoir fill. Again the location is at the south end of the Mill Co. [illegible].

dent
1976

This truck was moving slowly but was without brakes He elected to stop by running into the Reservoir fill. Again the location is at the south end of the Neil Cr. slide.

dent
1976

This truck was moving slowly but was without brakes. He elected to stop by running into the Reservoir fill. Again the location is at the south end of the Neil Cr. slide.

Siskiyou Truck Accidents
4/1/81 [illegible]

1 Part 1 – position of truck [illegible] truck has been moved.

2 location of accident

3 Final location of runaway truck after hitting truck # 1.

4 Damage to Rear of runaway truck

5 Truck [illegible]

6 [illegible] truck shows [illegible] [illegible] missing

Truck Accidents
[illegible] area

1. [illegible] accident at which [illegible] truck hit from behind.

2. Location of accident

Rail [illegible]

3. Final location of runaway truck after hitting truck # 1.

4. Damage to Barrier & runaway truck

5. Truck [illegible] in the accident

6. Same truck shows tandem axle's missing

Truck Accidents
? [illegible]

1 First accident at March
1996 [illegible] truck hit from
behind.

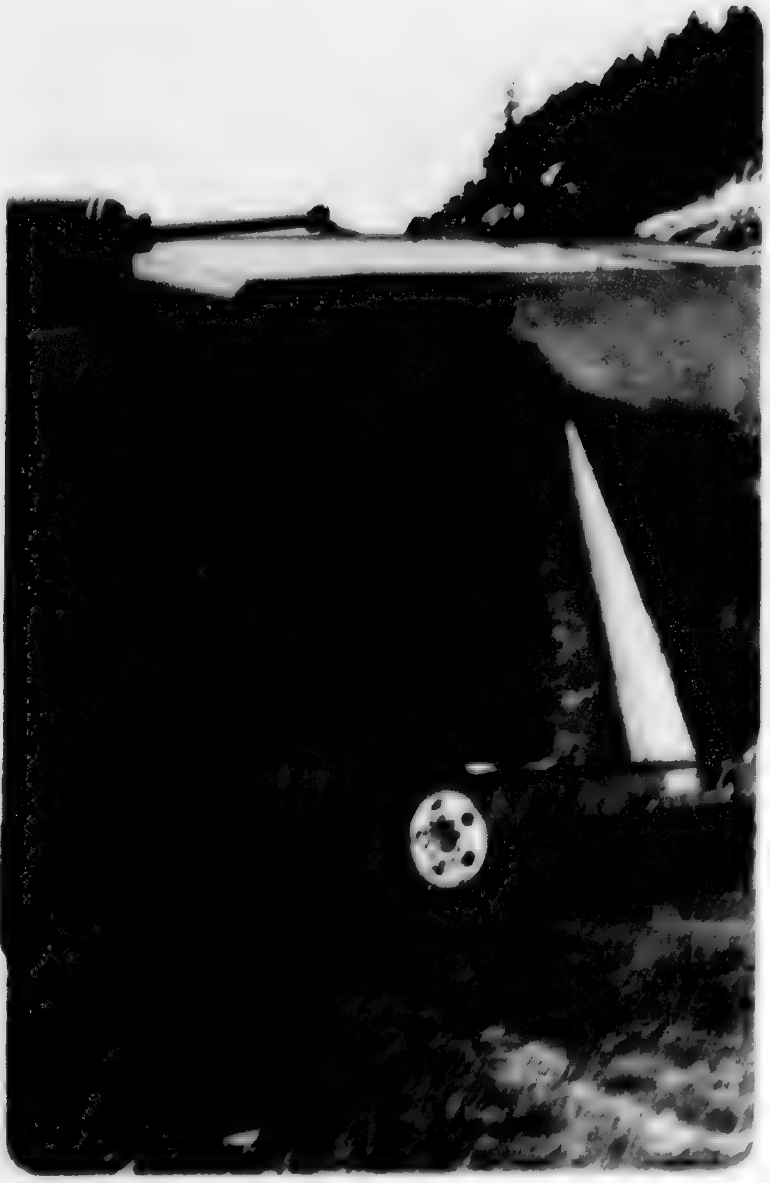
2 Location of accident

3 Final location of runaway
truck after hitting truck
#1.

4 Damage to Barrier &
runaway truck

5 Truck in May 1996
accident

6. Same truck shows
tandem axels missing



Truck [illegible]
pics

1 [illegible] [illegible] [illegible] truck [illegible] [illegible] truck hit from behind.

2. location of accident

3. Final location of runaway truck after hitting truck #1.

4. Damage to [illegible] & runaway truck

5. [illegible] in May [illegible] 1976 accident

6. Same truck shows [illegible] [illegible] missing

1. Third accident of March 1976 this truck hit from behind.

2. location of accident

3. Final location of runaway truck after hitting truck # 1.

4. Damage to Barrier & runaway truck

5. truck in May 13 1976 accident.

6. Same truck shows tandem axels missing

F173

1-734-3030

FILE: CON 5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 26, 1976

SUBJECT: Guardrail Installation
Neil Creek Slide
I-5

OM: ALFRED SHIRLEY, JR.
Regional Engineer

: H. S. Coulter
Asst. State Highway Engineer

You asked me for comments on the installation of guardrail in the area of the Neil Creek Slide on I-5 southerly of Ashland. The area which you are talking about is apparently where we have achieved additional widening adjacent to the northbound lanes due to the several slide correction contracts that have been let in recent years.

I have very strong doubts that any kind of guardrail installation would have the capability of retaining a runaway truck at this location. You might install guardrail through the area adjacent to the northbound shoulders, however, in my opinion this would encourage the trucks to try to go through the Siskiyou Safety Rest Area in order to slow down. This condition has occurred numerous times in the past and in my mind would be more hazardous than the truck running through the widened area.

My comment would be that unless someone can come up with a better attenuator that would slow down a 70+ MPH runaway truck, it would be better to leave the situation as it is right now.

as/cw

5-28-76

Bud —

Can you draw me a sketch to show area Mrs. Sholar is concerned about, rest area, etc.? Would guard rail have tending to overturn trucks? Would GM type slide barrier help? I assume you thought of these but I would be in better position to answer any questions if I knew answers. —

Scott

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
Assistant State Highway Engineer

DATE: May 19, 1976

FROM: F. B. Klaboe, Assistant
Director for Operations FBK

SUBJECT: Truck Accidents

We have had a complaint through Representative Mitchell from a Mrs. Sholer, who lives adjacent to the Neil Creek slide on I-5 south of Ashland that five or six trucks have gone over the bank in the last year. Apparently there is no guardrail installation in the area.

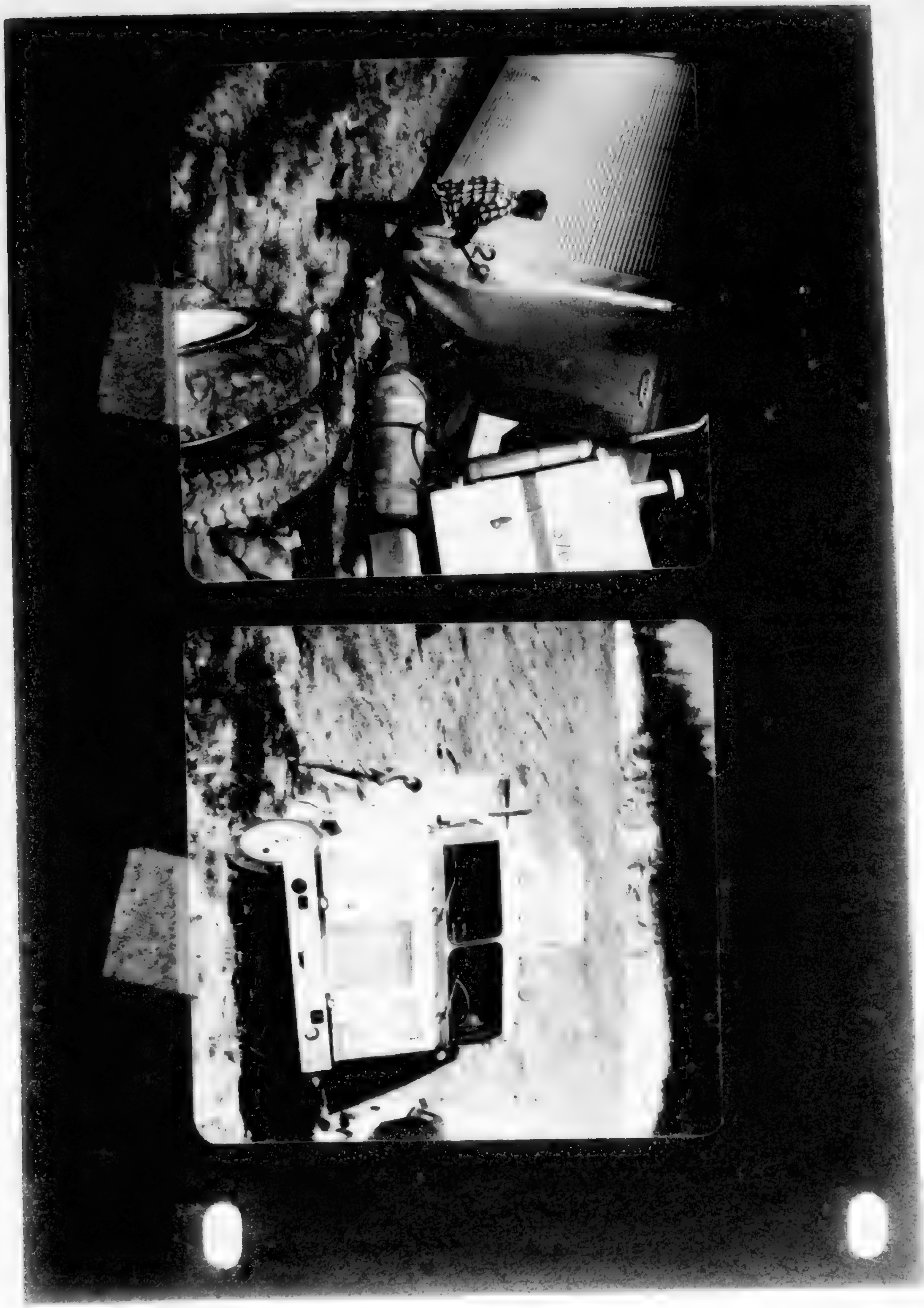
I know that we have been looking into the proposal that a truck escape ramp be built in this particular area and that we haven't been able to come up with an adequate answer. I would like to continue to pursue that matter but, in the meantime, please look into the need for some sort of guardrail installation to keep the runaway trucks from actually going over the bank.

Please advise me in a couple of weeks.

FBK:srb

5-19-76
Mr Fred Shirley
Please advise me
5-28-76

81-125-1387



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon

FILE: CON 5

May 28, 1976

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Truck Accident
Neil Creek Slide Area

TO: H. S. Coulter
Asst. State Highway Engineer

Attached are photos of a recent truck accident in the vicinity of the Neil Creek Slide just southerly and uphill from the Siskiyou S.R.A. As you can see, the truck went over the edge, clear to the bottom onto Farmer's access road and miraculously stopped upright. This is the second accident of this type in the last year.

We have a current expansion project at Siskiyou S.R.A. with our people and the contractor there nearly every day. Apparently there are a great many trucks that pull into the rest area with hot brakes and cannot be stopped. Although we have been lucky so far, a serious accident could result if all avenues through the parking area are plugged.

Fortunately, most truckers on I-5 are repeaters or at least know the hill and are aware that by the time they reach Siskiyou S.R.A. they have good alignment and can run out the bottom even if all brakes are gone. There are always a few new people, however, and I am sure these are the ones looking for any place to pull off after losing braking.

What I am leading up to is that we feel at least these two truck accidents could have been avoided had we constructed some kind of "sand pile" type escape ramp at Neil Creek. We would also minimize the number of "runaway" trucks now coming through the Siskiyou S.R.A. Perhaps we should reconsider our concern with liability and take another look. What do you think?

jxw/cw
Attach.

[illegible]
JUN 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

MONTHLY TRANSACTION NUMBER 5-160 PROJECT REPORT NUMBER MODIFICATION NUMBER 7	S. DEPARTMENT [illegible] FEDERAL HIGHWAY ADMINISTRATION STATE COPY MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5 12 76	State Oregon County Jackson Project Number I-5-1(78)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 3, 1972,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	1,665,828* $ 569,695**	1,665,828 $ 569,695
Federal funds	1,536,892 $ 525,700	1,536,892 $ 569,695
Other revisions		

*Contract No. 7676
**Contract No. 8193

This modification is made for the following reasons:
The Project Agreement executed January 3, 1972 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $43,995."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8193

R

MONTHLY TRANSACTION NUMBER - 6-150	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-6-75	TATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jackson
MODIFICATION NUMBER 5		PROJECT NUMBER EPS-I-5-1(78)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 3, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,665,828	$ 2,210,846
Federal Funds	$ 1,536,892	$ 2,039,834
Other revisions		

This modification is made for the following reasons:

Additional contract for slide correction.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of June, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, May 30, 1975

Federal-aid Project No.
EPS-I-5-1(78)10 Safety

NEIL CREEK SECTION
PACIFIC HIGHWAY IN JACKSON COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 275+94.76 to Sta. 314+70.33)(Contract No. 7676)

Temporary Protection and Direction of Traffic	All Required		$ 38,000.00
Mobilization	All Required		50,000.00
Clearing and Grubbing	All Required		25,750.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	80 cu.yd.	5.00	400.00
Embankment Foundation Excavation	Deleted		
General Excavation	424,650 cu.yd.	1.35	573,277.50
Rock Backfill	Deleted		
Trench Excavation	300 cu.yd.	5.00	1,500.00
Finishing Roadbed and Slopes	All Required		5,100.00
Obliteration of Roadway	23,000 sq.yd.	0.40	9,200.00
Watering	80 M-gal.	5.00	400.00
Bituminous Base Mixture	5,100 ton	12.70	64,770.00
Asphalt Bituminous Base Mixture	194 ton	42.00	8,148.00
Plant-Mix Aggregate Base	25,380 ton	4.88	123,854.40
Class "B" Asphalt Concrete Mixture	7,850 ton	13.23	103,855.50
Asphalt Cement in Mixture	479 ton	42.00	20,118.00
Asphalt in Tack Coat	3 ton	105.00	315.00
18-inch Culvert Pipe	300 lin.ft.	5.10	1,530.00
36-inch Culvert Pipe	330 lin.ft.	8.50	2,805.00
18-inch Paved Culvert End Slopes	1 only	300.00	300.00
36-inch Paved Culvert End Slopes	1 only	500.00	500.00
Concrete Inlets, Type G-2MA	4 only	500.00	2,000.00
6-inch Drain Pipe	120 lin.ft.	3.00	360.00
8-inch Drain Pipe	880 lin.ft.	3.00	2,640.00
Special Filter Material in Drains	90 cu.yd.	8.00	720.00
Guard Rail, Type 2A	1,500 lin.ft.	3.25	4,875.00
Guard Rail Anchors	4 only	210.00	840.00
Median Barrier	3,100 lin.ft.	6.05	18,755.00
Type 2 Fence	2,400 lin.ft.	0.80	1,920.00
Extra for Asphalt Ditch Lining	70 sq.yd.	8.40	588.00
Guide Posts	30 only	9.45	283.50
Guide Posts, Flexible	10 only	15.75	157.50
Adjust Inlets	2 only	100.00	200.00
Roadside Seeding and Mulching	9 acre	400.00	3,600.00
			$1,081,762.40

Additional Items		
*Flagging (60% of Contractor's Cost), EWO#1	All Required	$ 5,228.00
Permanent Pavement Striping, SFO#2	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
*Repair Farmer's Access Road, EWO#2	All Required	6,791.00
*Slide Correction, EWO#6	All Required	199,801.00
Slide Correction, EWO#10	All Required	82,328.00
EWO#3 On-the-Job Trainees (2 @ $800)	All Required	1,600.00
EWO#7 Install HOrizontal Drains	All Required	5,700.00
EWO#11 Construct & Sign Semi-Permanent Detour	All Required	95,837.00
EWO#12 Drill Exploratory Core Holes	All Required	16,132.00
SFO#3 Drill & Install Slope Indicator Tubes	All Required	2,000.00
SFO#4 Maintain Detour	All Required	7,500.00
SFO#5 Detour Lighting	All Required	3,035.00
EWO#8 Construct Access Road to Bench	All Required	2,438.00
EWO#9 Remove & Salvage Signs	All Required	2,937.00
		$ 432,627.00
	Subtotal	$1,514,389.40
	Engr. & Cont.	151,438.60
	Total	$1,665,828.00

*Increase

Length of Roadway - - - - - - - - - - - 0.734 Mile
Cost of Roadway Per Mile- - - - - - - $2,269,520.45

Type Code 6203
Slide Correction (Sta. 275+94.76 to Sta. 309+88.62)

Mobilization	All Required		$ 34,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	630 sq.ft.	9.00	5,670.00
Temporary Concrete Barrier	2,400 lin.ft.	10.00	24,000.00
Moving Temporary Concrete Barriers	6,600 lin.ft.	3.00	19,800.00

Temporary Plastic Safety Markers	22	only	65.00	$ 1,430.00
Flagman	120	hour	15.00	1,800.00
Removal of Structures and Obstructions	All	Required		4,000.00
Removal of Pavement	5,550	sq.yd.	2.00	11,100.00
Ditch Excavation	30	cu.yd.	8.00	240.00
Borrow Excavation	8,500	cu.yd.	3.50	29,750.00
General Excavation	540	cu.yd.	4.00	2,160.00
Slide Removal	1,500	cu.yd.	5.00	7,500.00
Trench Excavation	150	cu.yd.	9.00	1,350.00
Finishing Roadbed and Slopes	All	Required		2,500.00
Watering	130	M-gal.	10.00	1,300.00
Coarse Aggregate Base	70	cu.yd.	10.00	700.00
Aggregate Base Salvaged	1,850	cu.yd.	4.00	7,400.00
Class "B" or Class "C" Asphalt Concrete Mixture	15,500	ton	10.00	155,000.00
Asphalt Cement in Mixture	1,000	ton	82.50	82,500.00
Asphalt in Tack Coat	10	ton	150.00	1,500.00
18-inch Culvert Pipe	44	lin.ft.	14.00	616.00
36-inch Culvert Pipe	30	lin.ft.	30.00	900.00
Concrete Inlets, Type G-1	2	only	500.00	1,000.00
Concrete Inlets, Type G-2MA	1	only	625.00	625.00
Concrete Inlet, Special	1	only	800.00	800.00
Capping Inlets	2	only	150.00	300.00
Guard Rail, Type 2A	1,725	lin.ft.	10.00	17,250.00
Median Barrier Connections	80	lin.ft.	30.00	2,400.00
Extra for Asphalt Concrete Ditch Lining	35	sq.yd.	10.00	350.00
Concrete Median Barrier	2,425	lin.ft.	14.00	33,950.00
Concrete Shoulder Barrier	1,800	lin.ft.	5.00	9,000.00
Guide Posts	40	only	13.00	520.00
Roadside Seeding and Mulching	4	acre	490.00	1,960.00
				$ 475,371.00

Anticipated Additional Items			
Slide Correction	All	Required	$ 10,000.00
On-the-Job Trainee (1 @ $800)	All	Required	800.00
Permanent Pavement Striping	All	Required	300.00
Stage Construction Striping	All	Required	1,000.00
Temporary Erosion Control	All	Required	2,000.00
Grade Eroded Ditch	All	Required	3,000.00
Shape Slope Erosion, Sta. 282 - Sta. 290	All	Required	2,000.00
Construct Farm Road, Sta. 286 - Sta. 290	All	Required	1,000.00
			$ 20,100.00

NEIL CREEK SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required	$2,500.00

Subtotal	$ 495,471.00
Engineering	49,547.00
Total	$ 545,018.00

Length of Roadway - - - - - - - - - 0.643 Mile
Cost of Roadway Per Mile- - - - - $847,617.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,665,828.00	$1,536,892.00	$128,936.00
Slide Correction	545,018.00	502,942.00	42,076.00
Total	$2,210,846.00	$2,039,834.00	$171,012.00

Group 1 - 100%
Contract No. 7676
Prefix No. 615-1048

Group 1 - 100%
Contract No. 8193
Prefix No. 615-1060

8193

1-5

Salem, Oregon
January 6, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48846 - Matusek et al
Neil Creek Road Section
Pacific Highway
Jackson County

Attached is a description, an authorization and right of way prints covering right of way required for the correction of a drainage problem on the subject section, as requested by Region 3.

Also attached is your correspondence from Region 3 pertaining to this matter, which you sent us recently.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
Olson
Terpin
Scott
Swenson
Anderson
Tr[illegible]

RECEIVED
JAN 6 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep

15

FORM 81 734 3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB Neil Creek	SECTION Neil Creek	WEEK ENDING November 29, 1975
CONTRACTOR LC Lininger and Sons, Inc.	HIGHWAY Pacific	SECTION PREFIX 615-1060
DATE OF CONTRACT May 13, 1975	KIND OF WORK Grading and Paving	COUNTY Jackson
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	CONTRACT NUMBER 8193	FEDERAL AID PROJECT NUMBER I-5-1(78)10
PROJECT AUTHORIZATION $563,040.84	DATE WORK STARTED June 2, 1975	ESTIMATED COMPLETION DATE ~~XXXXXXXXXXXXXXX~~
EXCLUSIVE OF ENGINEERING $518,223.45	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $518,223.45	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 127½
ESTIMATED PERCENT OVERRUN / UNDERRUN 0 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 102
	ENGINEERING AUTHORIZATION $44,817.39	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 94
	ENGINEERING COST TO DATE $37,394.03	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
	PERCENT OF AUTHORIZATION 83 %	DATE PROJECT WAS COMPLETED November 13, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	
	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.59	0.59			
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0.59	0.59			0.
TOTAL QUANTITIES CORRECTED TO DATE	15,500	1,925			0.59
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,862	2,658			15,5
AVERAGE DAILY QUANTITIES	6,862	2,658			15,898
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					15,898
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	PROJECT COMPLETED			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
DEC 1 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
ESDAY	
RSDAY	
FRIDAY	
SATURDAY	

REMARKS

On November 25, 1975 J.X.Wilson, Tom Lowe and O.B.Jackmond accompanied by Wm.H.Maude made a final inspection of the project. The Semi-Final Estimate is being prepared and no further weekly report will be submitted.

SIGNED Wm H. Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING B SUBMIT 3 COPIES

118

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE October 2, 1975

TO J. X. Wilson

Wm H. Maude

FROM Wm. H. Maude

SUBJECT Truck Accident 9/19/75
Neil Creek Section
Contract No. 8193

Attached is a short report of a truck accident which occurred September 19, 1975, and pictures. The truck was moving slowly and there was no real damage to the truck or the environment.

The hazard in this case was the load of pressurized ethyl chloride which is moderately toxic and highly flammable. Flash point is -58° F. The driver should be commended for stoppong the truck before his speed became excessive.

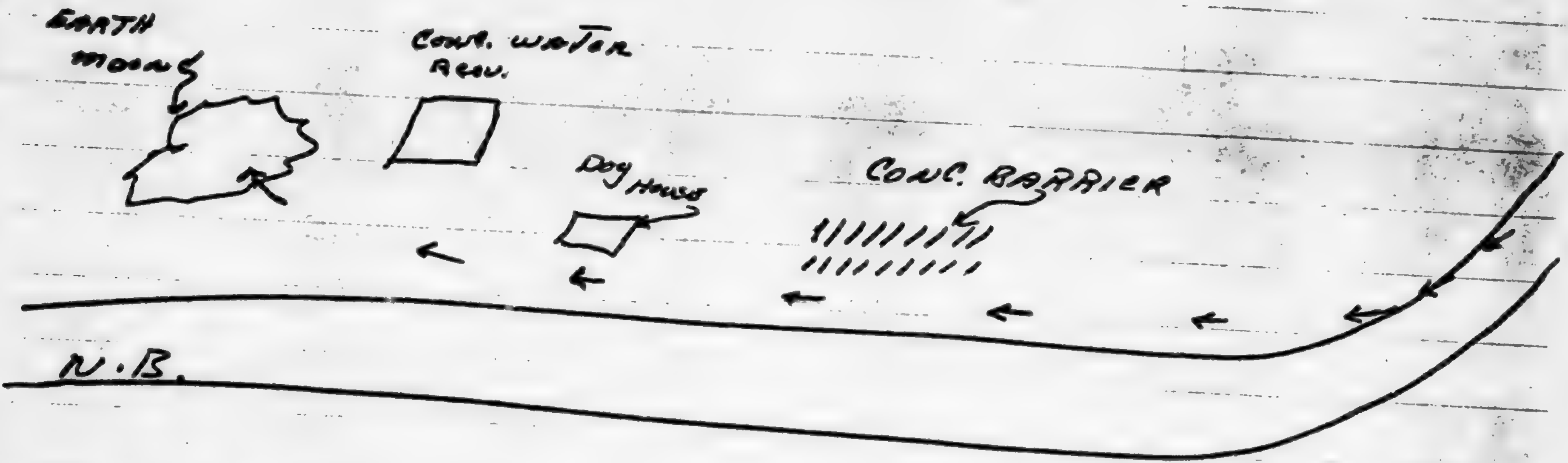
cc: C. T. Keasey

Neil CR.

9-19-75

R. H. Rose
Huston Tex.
Truck #520

Approximately 2:15 Truck N.B. on I-5 Lost Brakes at M.P. 9.4. Truck was moving Approx. 5-10 M.P.H. when observed. Truck used Rock shoulder To Try To stop. Came To Rest on Earth. Mound. with Two Phat Tires. one Lane closure N.B. All signs up and in place. Little damaged To Truck. No Body Injure.



First Time Driver ever over Siskiyou mountain.

Neil Creek Section
9-19-75

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

NOTED
E. S. HUNTER

To Klaboe

DATE October ~~1~~ 6, 1975

TO J.X. Wilson, Region Construction Engineer

FROM Wm. H. Maude, Resident Engineer

By S. Hobbs
Office Engineer
SHobbs

SUBJECT Runaway Truck
Neil Creek
Contract 8193

Attached is a copy of the inspectors report and pictures of the September 23, 1975 truck runaway at about M.P. 9.7.

attach:

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

NOTED
F. B. KLABOE

10-6-75

CC: C.T. Keasey
V.D. Wolfe
J.H. Versteeg

Your info - seems like even "substandard" escape ramps placed at strategic locations would be a reasonable solution.

JXW

RUN-A-WAY TRUCK → RESULTING IN AN ACCIDENT

FACTS GATHERED THE DAY AFTER THE ACCIDENT - NO EYE WITNESS ACCOUNTS.

TRUCK: ORANGE INTERNATIONAL TRK. #488 WITH TRAILER BELONGING TO BARRETT MOBILE HOME TRANSPORT INC. ICC MC 116073, MOORHEAD, ~~CA~~ MINN.

TRAILER LICENCE PLATE — UB5120 CALIF.

LOAD: LONG-WIDE LOAD, (1)- TRAILER TYPE HOUSE - STEEL FRAMED, 2-BATHS, 2-BEDROOMS

ACCIDENT: AT APPROX. 6:30 TO 7:00 PM., 9-23-75, THE TRK. LOST CONTROL SUCH THAT THE DRIVER COULD NOT STOP, THE TRK. ~~ROAD~~ RODE THE GUARD RAIL IN SEVERAL PLACES CAUSING EXTENSIVE

DAMAGE, STARTING APPROX. 2-MILES SOUTH OF STA ± 299. JACK CENTER OF AN ASHLAND WRECKER SERVICE SAID THAT THE TRK. LOST ITS LOAD APPROX. 1½ MILES SOUTH OF STA ± 299,

THE TRK. & TRAILER LEFT THE ROAD AT STA ± 306 IN THE NIEL CK. PROJECT AREA & HIT 2-CONCRETE MEDIUM BARRIERS SET TO ONE SIDE BY M.C. LININGER & SONS. NEXT, THE

TRUCK HIT LININGER'S SUPPLY & STORAGE TRAILER NEAR THE FRONT ONE-QUARTER CAUSING EXTENSIVE DAMAGE TO THE TRAILER. THEN THE TRK. & TRAILER PROCEEDED AHEAD HITTING

A STOCK PILE OF ASSORTED LUMBER-PLYWOOD & BOARDS BELONGING TO PAUL BROS, INC.. MOVING ON THE TRK'S FRONT WHEEL NICKED THE RESERVOIR'S FOUNDATION & THE 2"x4" ~~[illegible]~~ FORMS ~~THE~~

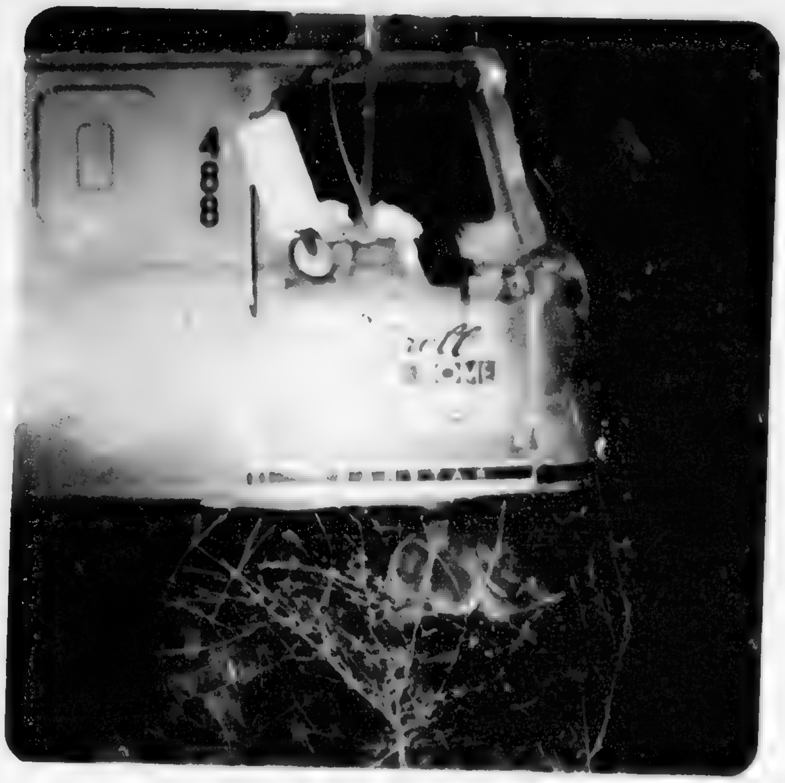
OF THE RESERVOIR STRUCTURE, MOVING THE FORMS SLIGHTLY OUT OF PLUMB, 1¾". THE TRK. AT THIS POINT ~~LO~~ LEFT THE GROUND FOR APPROX. ± 20 FEET PASSING BETWEEN THE RESERVOIR &

A PILE OF DIRT. THE TRK. & TRAILER WENT OVER THE BANK & FINALY CAME TO REST APPROX. ± 200 FEET DOWN OVER THE HILL, STA ± 299, AGAINST A ~~LORAL~~ LAUREL TREE. THE DRIVER WAS TAKEN

TO THE HOSPITAL.

NEXT DAY: ~~2 TRKS.~~ PULLED THE RUN-A-WAY TRK & TRAILER OUT, 9-24-75, WRECKER SERVICE:
-JACK CENTER ASHLAND BODY SHOP. PHONE: 482-1764.

PICTURES TAKEN: INSPECTOR T. WOODALL


488

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 11, 1975

FILE:

a D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Runaway Truck Ramp
Neil Creek Section
Pacific Highway (I-5)
Jackson County
Contract No. 8193

The data transmitted July 29 on the subject ramp has been reviewed and discussed with FHWA and has their preliminary blessing. Some revisions have been made based on data received from other states and on our group discussions.

The ramp has been raised so that it is above existing ground as opposed to being inletted flush with the average ground. This will hopefully make the ramp look more like a gravel cushion area to the drivers, improve the drainage and leave the detour basically intact if we should be so unlucky as to need it again. This will make it more difficult to retain the pea gravel so we have indicated a low AC mound for an edge as well as to keep drainage from raveling to the toe of the bed. Our thought here was that it be only high enough to guide the water and not high enough to cause a problem when pulling a vehicle out of the ramp. The dimensions shown are arbitrary and whatever can be readily constructed and meet the basic objectives is what should be built.

We have indicated transverse berms at 40 foot spacing along the ramp, starting 100 feet after full depth pea gravel is reached. These are indicated as 24" high pea gravel berms with 1-1/2 to 1 slopes. The intent here is to duplicate what Virginia and North Carolina have used on their short "sandpile" ramps. No dimensions were given by these states other than "high enough to drag the undercarriage". It has been suggested that the pea gravel ramp alone would be adequate without these ridges to slow the trucks, however, our ramp on Emigrant Hill has had several trucks run through 500 feet of 30" pea gravel while gaining 30 feet of elevation with two trucks going over 600 feet with 50 feet of rise. Here we would have 700 feet of pea gravel with 30 feet of fall so the ridges have been indicated. The height of berms may be more or less than desirable and will probably need to be revised to fit what you believe will "drag the undercarriage". It has been suggested that the first half of the ramp have minimum height berms with the second half somewhat higher. Your consideration of that is requested.

At the end of the ramp we have shown a 10 foot high pea gravel pile 200 feet long, which duplicates the total North Carolina "sand pile". This, by itself, presumably stops runaway trucks at high speed. Hopefully, we will never find out and this pile will act primarily as a stockpile of pea gravel for maintenance of the ramp and berms.

It was our opinion that this had to look like it would stop a runaway truck or it would not be used. Hopefully, the raised bed, ridges, and "sandpile" at the far end will do this. Also, it should not look like a viewpoint, parking area or the entrance to the rest area so as to attract people who are not paying attention to the signing.

The preliminary signing should be available next week. This has been another area of considerable discussion relative to the psychology of signing so that it is obvious that this is not an "escape" ramp which might imply that there will be an opportunity to pull off the road to cool their brakes. I understand that it has been a shock to some of the drivers at Emigrant Hill who have entered at low speeds with warm brakes to find themselves mired in pea gravel and having to get a wrecker to get them out. North Carolina's "SANDPILE" sign might have the opposite effect but does imply that there will be something to stop a truck by other than gravity. Signing for the rest area will need to be reviewed and probably revised.

Enclosed is a revised sepia and prints of the plan as we see it, along with revised cross-sections. A copy of an estimate is attached which includes the same basic items of work as shown on the field estimate with the only major difference being the stockpile of pea gravel at the end of the ramp. This may be going to extremes since there appears to be adequate area for a separate stockpile of additional pea gravel for refurbishing the ramp and you may wish to revise this to an 18" deep ramp of pea gravel on a normal embankment.

The specification for the pea gravel should be along the lines of John Jenkins' letter of July 11, copy attached, with the intent that the material should have few fractured faces, be durable, and all be close to the same size so that it won't compact.

Reference stakes should be put in the outside berm so that records can be kept of every entry into the ramp. Hopefully, this one is overdesigned and information gathered here will be useful in designing in areas with more limited space, without going directly to the "sandpile" design.

If you have any questions please call me.

J. X. Wilson

ADO:we
Enclosures

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 29, 1975

FILE: CON 5 #8193

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Proposed Truck Escape Ramp
Neil Creek Section
Pacific Highway I-5
Contract No. 8193

Attached is a field design for a truck escape ramp at M.P. 9.7, Pacific Highway, which would utilize the existing detour in use on the subject project.

The Region office has recommended that this escape ramp be constructed under the existing Neil Creek Section contract in order to get it constructed this fall.

The field estimate for this added work is $87,000, which, on top of the currently anticipated 1 percent overrun, would overrun the total contract authorization by approximately 16.5 percent, and would probably also require an extension of contract time.

This added work would also require concurrence of the FHWA in participation and in a program change.

I recommend that this data be reviewed by Versteeg's office, any necessary revisions made, and that we proceed along the above lines toward a price agreement with the contractor.

CTK:fr

Att.

cc: E. S. Hunter
J. H. Versteeg
J. X. Wilson
L. W. Rulien

Proceed w/ design review, contact w/ FHWA, etc. looking toward const. this fall—
HSC

Versteeg
Swenson
R. Olsen
Trout

RECEIVED
JUL 29 1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July, 23, 1975

J.X. Wilson

FROM: J.X. WILSON
Regional Construction Engineer

SUBJECT: Neil Creek Section
Contract No. 8193
Jackson County

TO: C.T. Keasey
Construction Engineer

Transmitted is the following field design for truck escape ramp at M.P. 9.7 near Neil Creek Section realignment of I-5 with Region comments.

Under separate cover

- 1-roll - Vicinity map & profile, Truck escape ramp mylar
- 1-roll - Cross-sections, Henskin
- 1-folder - Quantity summary & estimate of cost-with supporting data.

It appears that the winch anchor placement could be improved. The first anchor would need to be placed near where the pavement ends and the pea-gravel begins. This winch anchor should be flush-mounted in the asphalt.

All remaining anchors should be placed on the highway side of the escape ramp spaced at intervals compatible with normal wrecker tow line capacity, which after talking to heavy duty wrecker operators, would be about 300 to 400 feet. This would mean only one additional anchor would be required.

We would like to incorporate this truck escape ramp into this project if at all possible. If you concur would you let us know & arrange for final design.

cc: Earl Purdy
Bill Maude

Routing
1 Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 28 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 11, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials

John C Jenkins

TO: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Truck Escape Ramp, Heather Station-Willamette Highway

Your request for information on suitable aggregate for an escape ramp has been discussed with Glenn Eaton in Traffic; Gordon Beecroft in Research; and others. It is our opinion that to be of greatest value on an escape ramp, the aggregate should have the following characteristics:

1. It should be essentially round - not more than 20% fractured faces.
2. It should have a limited range of size so as to minimize compaction. For example:

100% Pass 1"	100% Pass 1/2"	100% Pass 1/4"
85-100% " 3/4"	85-100% " 3/8"	85-100% " # 4
0- 15% " 3/8"	0- 15% " #10	0- 15% " #20

3. It should be clean - minimum sand equivalent 75.
4. It should resist degradation - pass the Oregon Degradation Test with 3" clay height and 30% passing the #20 sieve.
5. It should be durable - Los Angeles Abrasion loss 30% maximum.
6. It should be sound - Sodium Sulfate loss less than 12%.

In general, we would prefer a gradation larger than the sand gradation. Gravels would tend to hold less moisture and would lessen the chance of solidification in a freezing environment.

We have no information as to the ability of the 7/8 to 1/4 rock available at Oakridge to meet the criteria outlined.

JCJ:gs

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

MP 7.7 TRUCK ESCAPE RAMP
ASHLAND - CALIF. STATE LINE SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

Prelim. Des 8-8-75

ITEM	Unit	Quant	Plus Allow	Unit Price	Amount
Mobilization	All				6,60
Temp. Prot. & Direction of Traffic	All				5,000
Removal of Str. & Obstructions	All				60
General Excavation	Cu. Yd.	282	300	5.00	1,50
Embankment in Place	Cu. Yd.	3,480	3828	4.00	15,31
Finishing Roadbed & Slopes	All				70
Watering	M-Gal.	21	23	10.00	23
1"-0 Aggregate Base	Ton	581	639	6.90	4,40
Washed Pea Gravel	Cu. Yd.	2,380	2,618	15.00	39,27
Class "B" Asph. Conc.	Ton	96	106	40.00	4,24
Asphalt in Prime Coat	Ton	1	1	175.00	17
Aggregate in Prime Coat	Cu. Yd.	2	3	15.00	4
Trench Excavation	Cu. Yd.	66	73	10.00	73
12" Culvert Pipe	Lin. Ft.	22	24	12.00	28
18" Culvert Pipe	Lin. Ft	20	20	18.00	36
8" Drain Pipe	Lin. Ft.	240	264	7.50	1,98
Special Filter Material	Cu. Yd.	57	63	20.00	1,26
Concrete Inlets, Type G-2	Each	1	1	500.00	50
Guardrail, Type 2A	Lin. Ft.	230	253	10.00	2,53
[illegible] Hold Down Anchors	Each	4	4	700.00	2,80
Drainage Curb	Lin. Ft.	230	253	2.50	63
Guide Posts	Each	12	13	15.00	19
Flexible Guide Posts	Each	8	9	25.00	22
Subtotal					89,58
[illegible] Eng. & Cont.					17,31
					106,90

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

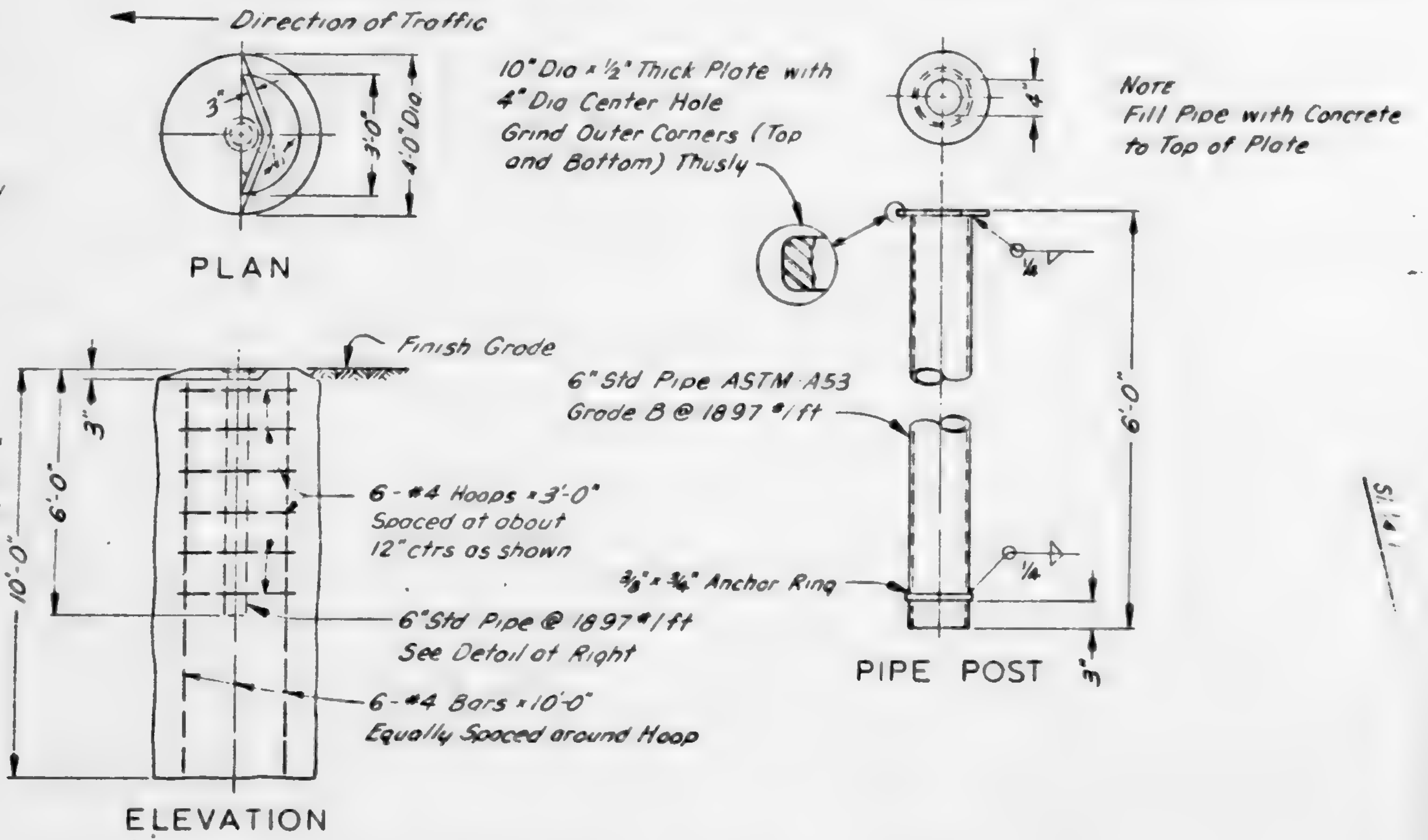
MP 22 Truck Escape Ramp

8-8-75

Total Sheet One.	106,90
Signing	2,50
Seeding & Mulching	60
TOTAL	$110,00

CONSTRUCTION NOTE
Top of Footing May be Hand Troweled to approximate Configuration Shown

DESIGN NOTES
Footing Designed to Resist a Horizontal Pull of 20 Kips
Footing May be Established in Natural Soil or in Compact Fill Material.
Top 12" of Pipe Shall be Hot Dip Galvanized



Direction of Traffic
3"
3'-0"
4'-0" Dia
PLAN
Finish Grade
3"
6'-0"
10'-0"
6 - #4 Hoops × 3'-0" Spaced at about 12" ctrs as shown
6" Std Pipe @ 18.97 #/ft See Detail at Right
6 - #4 Bars × 10'-0" Equally Spaced around Hoop
ELEVATION
10" Dia × ½" Thick Plate with 4" Dia Center Hole Grind Outer Corners (Top and Bottom) Thusly
4"
1/4
6" Std Pipe ASTM A53 Grade B @ 18.97 #/ft
6'-0"
3/8" × 3/4" Anchor Ring
1/4
3"
PIPE POST

NOTE
Fill Pipe with Concrete to Top of Plate

TRUCK ESCAPE ROAD WRECKER HOLD DOWN

[illegible]

The Daily Tidings

Thursday, July 10, 1975

Truckers interviewed

I-5 to get runaway ramps

By BIRCH STORM
Tidings Staff Writer

The state Highway Division plans to build escape ramps for runaway trucks and other vehicles on the I-5 freeway south of Ashland, where a school bus crash recently killed three persons.

Truckers on I-5 were being stopped and questioned this week on how and where the ramps should be built.

It was an effort by the State Highway Division to get some "trucker input" before starting on a series of projects to improve the freeway in the stretch from the state line to Ashland.

One of the projects is construction of escape ramps for runaway trucks or other vehicles in the Neil Creek area. The highway engineers want to know what the drivers think the ramps should look like and how and where they should be built.

On May 9, a Mt. Shasta, Calif., school bus ran out of control on that section of freeway and plunged over an embankment at Neil Creek Road. Three persons were killed.

Today Elmer Woldridge and Jim Herman out of resident engineer Earl Purdy's Medford office were at the Siskiyou Summit interviewing drivers. The men also planned to ride down the hill with some of the drivers to get an idea of what the truckers think about the proposed ramps.

Tuesday and Wednesday, Patty Brown, an engineering aide in the Medford office, was at the Port of Entry near Ashland interviewing truck drivers who stopped at the PUC office there.

She estimated that she had interviewed about 70 drivers in the two days, asking them questions and recording their answers on forms that will be collated in the engineering offices before construction details are completed.

The drivers were asked such questions as how often they drove that stretch of I-5 and if they thought a brake check area should be put in at the summit.

They were asked what they would do if they lost their brakes coming down the mountain—take an escape ramp, try to rub against the guard rail or just "ride it out."

Other questions asked opinions of the drivers on what maximum speed a runaway truck likely would reach, and if they thought an advisory maximum speed for downhill trucks should be posted to warn unwary drivers and how fast that speed should be.

They were questioned about the construction of escape ramps they had seen or used and where escape ramps on I-5 would be most useful.

Another question sought information from truckers on whether or not they would use an escape ramp and how many drivers of runaways they thought would use the ramps.

Engineers also wanted to know what the truckers believe is the major cause for trucks running out of control and whether they felt the major problems were with southbound or northbound trucks.

Other proposed improvements to the stretch of freeway from the summit to Ashland include improved guardrails and signs, reconstruction of slide or settled areas, pavement overlays and construction of special climbing lanes for trucks or other slow-moving vehicles turning off into the rest area.

The most likely spots are at the Siskiyou Interchange, a mile below the interchange and two locations within a mile of the rest area for northbound traffic. The best spots for ramps for southbound trucks are near Bear Canyon and near the State Line Interchange, Purdy said.

The projects are not included in the six-year construction program drawn up by the highway division, but special funds are available and construction could begin in this fiscal year, Purdy said. He estimated the escape ramps would cost about $100,000 each.

7-24-75
CC: C.T. Keasey
V.O. Wolfe
J.H. Versteeg } Your info

ROSEBURG REGION
RECEIVED
JUL 23 1975

[✓ RE]	RMB	[✓ [illegible]]	[illegible]	TE
RUF	DES	RSR	FILE	
ENV	EAE	RBI		

193

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 29, 1975

FILE: CON 5 #8193

FROM: C. T. Keasey Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Proposed Truck Escape Ramp
Neil Creek Section
Pacific Highway I-5
Contract No. 8193

Attached is a field design for a truck escape ramp at M.P. 9.7, Pacific Highway, which would utilize the existing detour in use on the subject project.

The Region office has recommended that this escape ramp be constructed under the existing Neil Creek Section contract in order to get it constructed this fall.

The field estimate for this added work is $87,000, which, on top of the currently anticipated 1 percent overrun, would overrun the total contract authorization by approximately 16.5 percent, and would probably also require an extension of contract time.

This added work would also require concurrence of the FHWA in participation and in a program change.

I recommend that this data be reviewed by Versteeg's office, any necessary revisions made, and that we proceed along the above lines toward a price agreement with the contractor.

CTK:fr

Att.

cc: E. S. Hunter
J. H. Versteeg
J. X. Wilson
L. W. Rulien

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR

Info	Inves	R. D	D. R	Sign	Act	File

5173

I-5

Salem, Oregon
June 11, 1975

Frank E. Terpin
Final Design Engineer

J. X. Wilson
Region III Construction Engineer

Proposed Detour Revision
Neil Creek Section
Pacific Highway
Jackson County

Please refer to William Maude's letter of May 29, 1975 regarding a proposed revision of the detour connection at the south end of the project.

The contract plans Stage III, Phase I show the south end of the detour ending on a short tangent between two reversing curves and is a revision of the connection that was shown on the preliminary plans. This connection enables southbound traffic, which has been confined to a single lane on an ascending 5.5 percent grade, to cross the median and return to two lanes of traffic at the earliest opportunity. We do not feel that extending the detour and continuing the single lane of southbound uphill traffic for another 1,500 feet acceptable.

The northbound lanes do merge into a single lane after having rounded a 4 degree 30 foot curve left and have been on a downhill grade for a considerable distance. We agree that effecting the merge to a single lane before entering the curve would be an improvement. This could be accomplished with traffic cones on the tangent where Bill suggested the cross over, with the signing adjusted accordingly.

On Stage IV, Phase I, northbound traffic is shown crossing the median at approximately Station 313+00, which is in the sawtooth. This crossing point should be shifted about 300 feet southerly, to the same crossing point used for the southbound lane in Stage III, Phase I. The northbound traffic would still be in a single lane from previous stages.

FET:we
cc: C. T. Keasey
Fred Eriksen

_____ Versteeg ✓ _____
_____ A. Olson _____
_____ Terpin _____
_____ Scott _____
_____ Swenson _____
_____ R. Olson _____
_____ Trout _____

RECEIVED
JUN 12 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. _____
Bring Up ____/____/____
Other _____

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Con 5

Roseburg, Oregon
May 29, 1975

William Maude

FROM: WILLIAM MAUDE
Resident Engineer

SUBJECT: Proposed Detour Revision
Neil Creek Section

1
2
3

TO: J. X. Wilson
Regional Construction Engineer

Please find attached a letter covering a cost estimate for the proposal and a sketch map showing the area.

During the previous work done in the Neil Creek area, it has been found that there are about three (3) to four (4) runaway trucks a week. In addition, there are about the same number of "smokers" a day. We are defining a runaway as one whose speed is excessive for safety through the construction area and a "smoker" is a truck whose speed is not excessive but whose brakes are gone and cannot stop or even slow for an emergency.

I object to the proposed detour connection at the south end of the project (Sta. 317 to Sta. 321) for several reasons, including the fact that it occurs in a sawtooth section. The remainder of my objections are relative to northbound traffic as this is the fast traffic due to 4+ miles of 6% downgrade. Also there is a large percentage of tourist traffic including those towing travel trailers. To safely handle the northbound traffic, I feel we must have good sight distance before entering the detour. The planned detour entry is located as you come off a sharp left hand curve and are entering a sharp right hand curve. The signing will be missed often due to the concentration on driving these curves. Even if a person is familiar with the road and is aware of the signing, sight distance is still limited. The proposed detour entry is located at the northerly end of the longest tangent on the north side of the mountain, giving the longest possible sight distance.

REFERRED TO

Beard ______ Reed ______

[✓ Cole] ______ Sample ______

[✓ Eriksen] ______ Watson ______

Hager ______ Wolfe ______

Return [✓ Discuss] Do File Copy Due ______

BY FINAL DESIGN ENGINEER

To summarize, the planned detour has hazards of sawtooth section, extreme curvature and lack of sight distance. The proposal would eliminate or minimize these problems for a cost of about sixteen thousand dollars.

Note: The cost estimate does not include removing and replacing median barrier as I feel the cost is the same whether done at Sta. 317 or Sta. 336.

WM/cw
Attach.

5-29-75

CC: C.T. Keesey
J.H. Verstaeg

Bill makes a pretty convincing pitch. Do you see anything wrong with his conclusions? JXW

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

DATE May 28, 1975

TO J.X. Wilson, Region Construction Engineer

Wm H. Maude

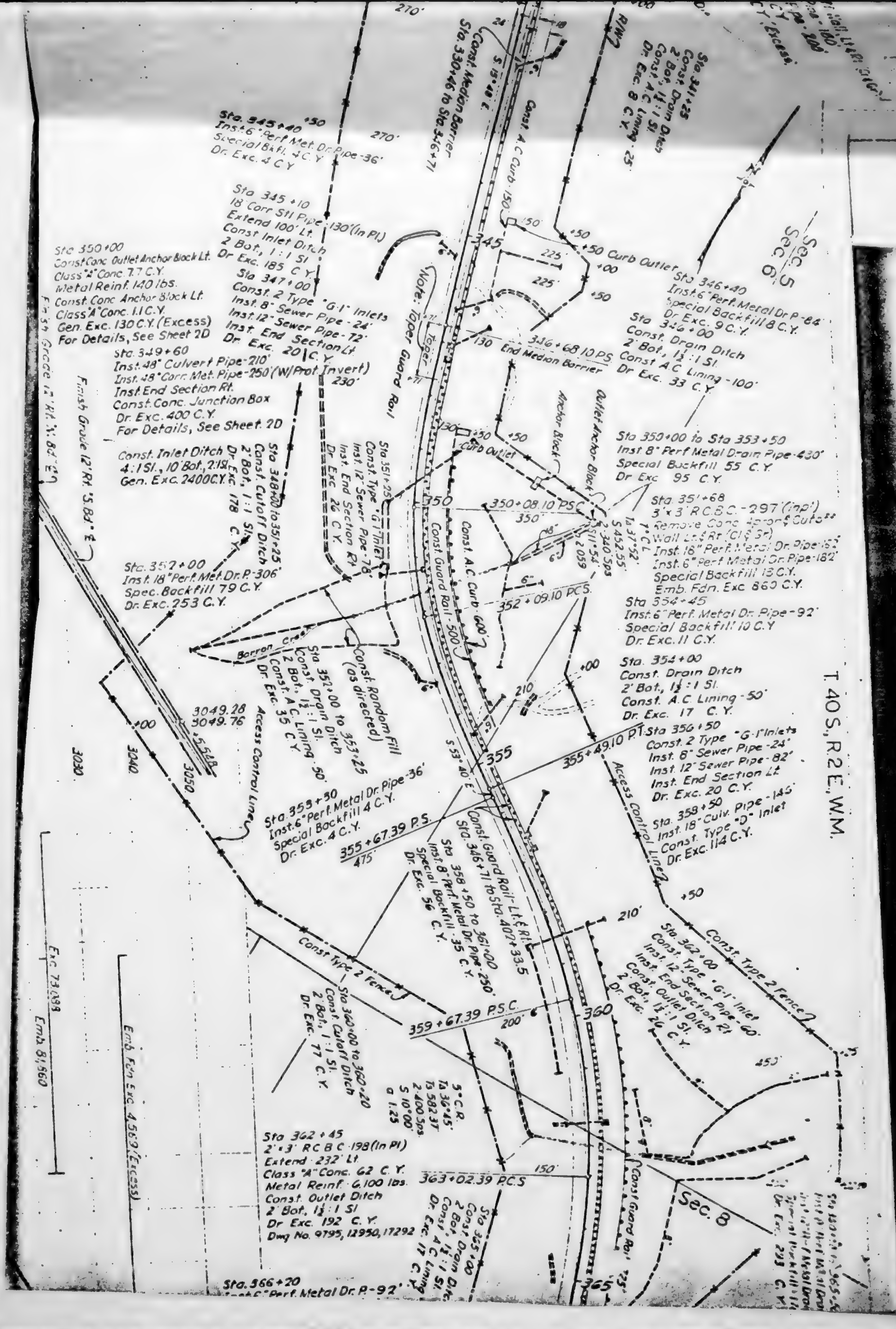
FROM Wm. H. Maude, Resident Engineer

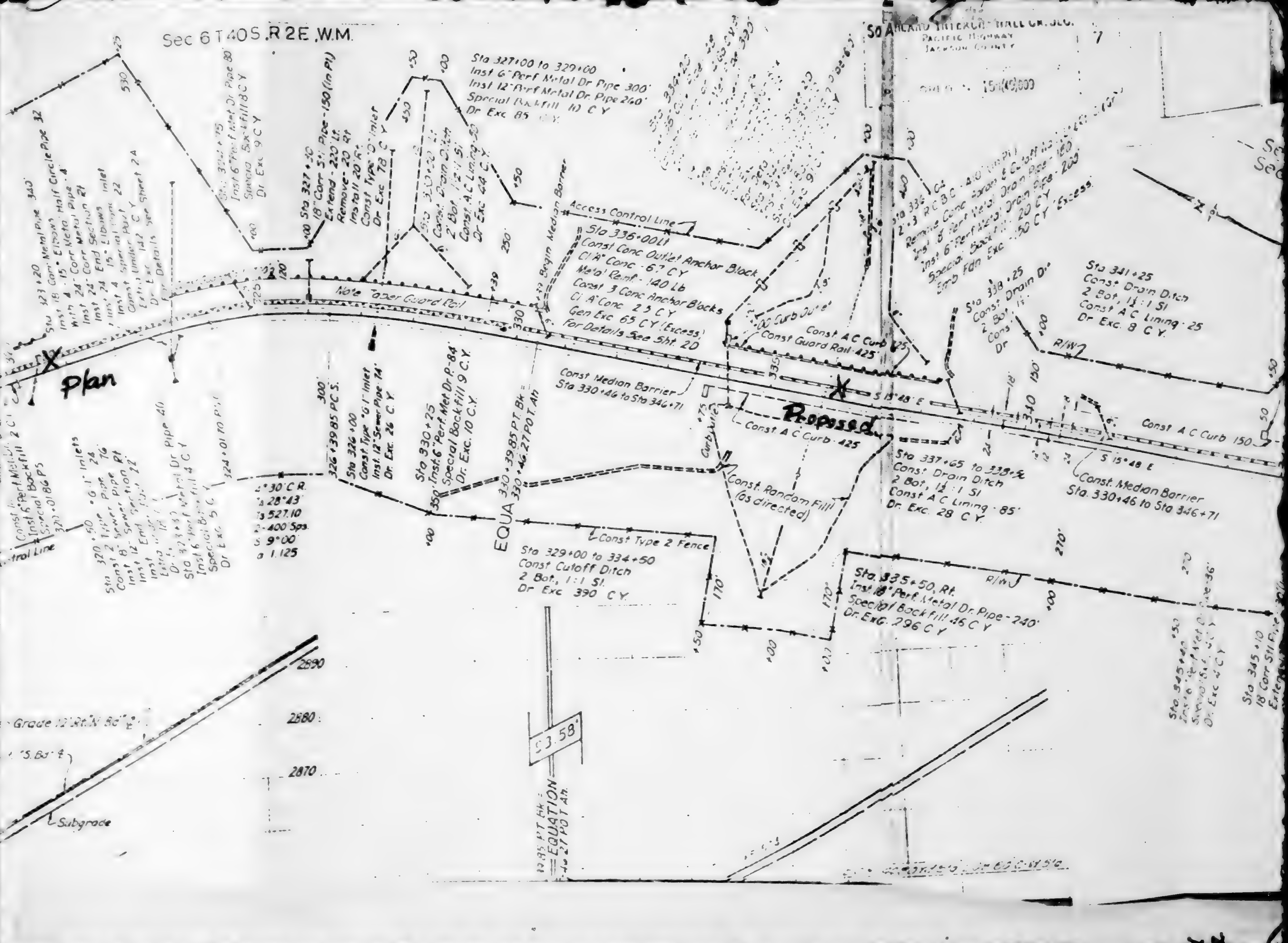
SUBJECT Southerly Detour Revision
Neil Creek Section

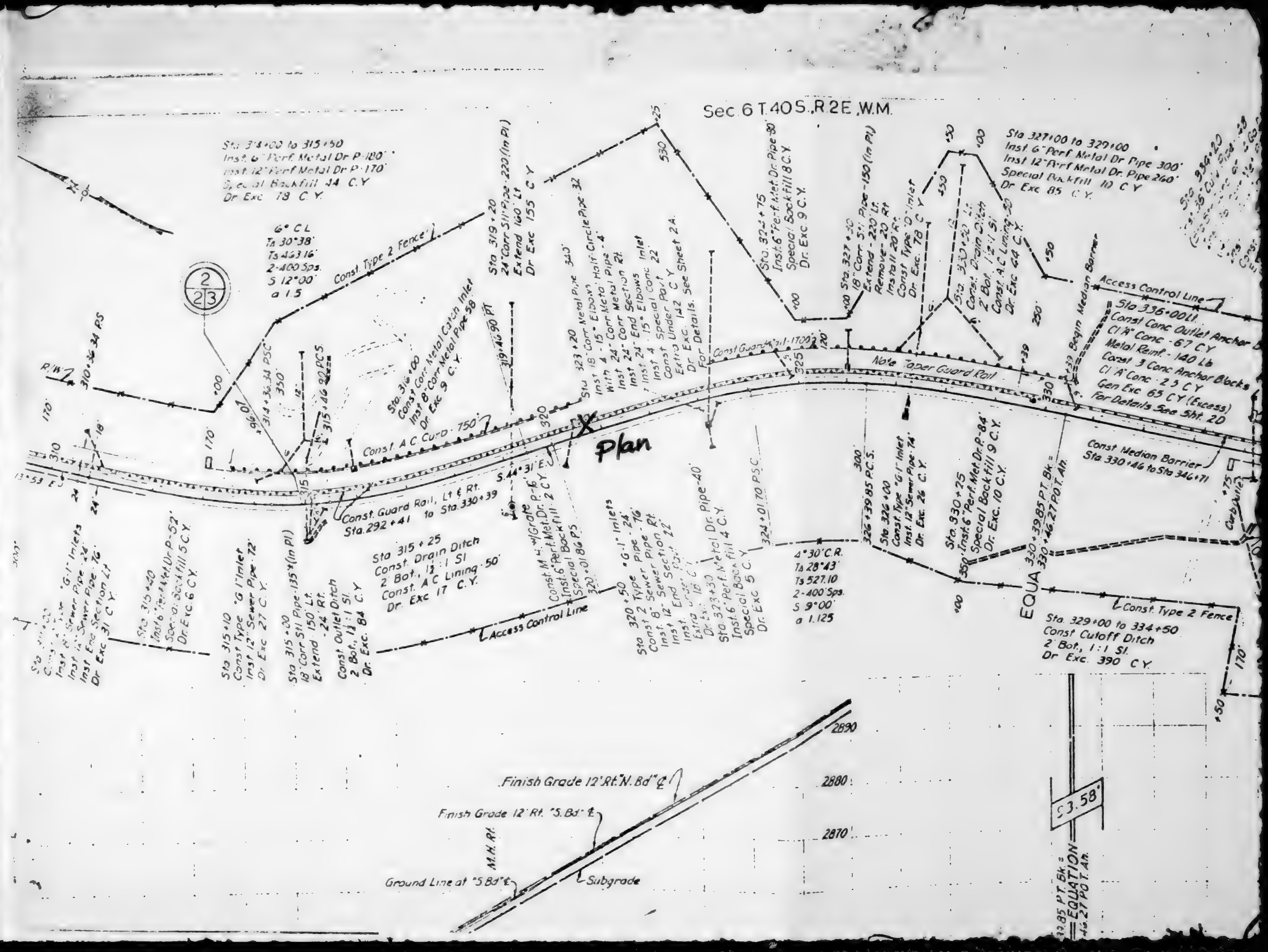
Tabulated below is as estimate for having the detour begin at Station 336+50 rather than Station 321+00. Also included is a copy of the as constructed for this area to show the problems of the planned detour. Obviously I feel strongly that the increased safety to the traveling public by this revision is worth the additional cost.

1. Barrier	1550'	10.00/ ft.	$15,500.00
2. Move Temporary Barrier	1550'	3.00/ ft.	$ 4,650.00
3. Additional Wiring to Flasher	1550'	1.00/ Ft.	$ 1,550.00
			$21,700.00
4. Credit for Salvaged Barrier	1550'	4.00/ ft.	$ 6,200.00
TOTAL			$15,500.00

Items 1 & 2 are Bid Costs, Items 3 & 4 are estimates.


T. 40 S., R. 2 E., W.M.
Sec. 5
Sec. 6
Sec. 8
Sta. 345+40
Inst. 6" Perf. Met. Dr. Pipe-36'
Special Bkfl. 4 C.Y.
Dr. Exc. 4 C.Y.
Sta 345+10
18" Corr Stl Pipe-130' (In Pl)
Extend 100' Lt.
Const Inlet Ditch
2 Bot., 1:1 Sl
Dr Exc. 185 C.Y.
Sta 347+00
Const. 2 Type "G-1" Inlets
Inst. 8" Sewer Pipe-24'
Inst. 12" Sewer Pipe-72'
Inst. End Section Lt.
Dr. Exc. 20 C.Y.
Sta 350+00
Const Conc Outlet Anchor Block Lt.
Class "A" Conc. 7.7 C.Y.
Metal Reinf. 140 lbs.
Const. Conc Anchor Block Lt.
Class "A" Conc. 1.1 C.Y.
Gen. Exc. 130 C.Y. (Excess)
For Details, See Sheet 2D
Sta. 349+60
Inst. 48" Culvert Pipe-210'
Inst. 48" Corr. Met. Pipe-250' (W/Prot. Invert)
Inst. End Section Rt.
Const. Conc. Junction Box
Dr. Exc. 400 C.Y.
For Details, See Sheet 2D
Const. Inlet Ditch
4:1 Sl., 10' Bot., 2:1 Sl.
Gen. Exc. 2400 C.Y.
Sta 348+00 to 351+25
Const. Cutoff Ditch
2' Bot., 1:1 Sl.
Dr. Exc. 178 C.Y.
Finish Grade 12' Rt. "S. Bd." E.
Finish Grade 12' Rt. "N. Bd." E.
Sta. 351+25
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-78'
Inst. End Section Rt.
Dr. Exc. 26 C.Y.
Note: Taper Guard Rail
Taper
Sta. 352+00
Inst. 18" Perf. Met. Dr. P.-306'
Spec. Backfill 79 C.Y.
Dr. Exc. 253 C.Y.
Borrow Creek
Const. Random Fill (as directed)
Sta. 352+00 to 353+25
Const. Drain Ditch
2 Bot., 1½:1 Sl.
Const. A.C. Lining-50'
Dr. Exc. 35 C.Y.
3049.28
3049.76
5.548
3050
3040
3030
Access Control Line
Sta. 353+30
Inst. 6" Perf. Metal Dr. Pipe-36'
Special Backfill 4 C.Y.
Dr. Exc. 4 C.Y.
355+67.39 P.S.
475'
Const. Guard Rail-Lt. & Rt.
Sta. 346+71 to Sta. 402+33.5
Sta 358+50 to 361+00
Inst. 8" Perf. Metal Dr. Pipe-250'
Special Backfill-35 C.Y.
Dr. Exc. 56 C.Y.
Const Type 2 Fence
Sta 360+00 to 360+20
Const. Cutoff Ditch
2' Bot., 1:1 Sl.
Dr. Exc. 77 C.Y.
359+67.39 P.S.C.
200'
5° C.R.
Ta 36°45'
Ts 582.37
2.400 Sps
S 10°00'
a 1.25
Exc. 73,088
Emb. 81,560
Emb. Fdn Exc. 4,569 (Excess)
Sta 362+45
2'×3' R C B C-198 (In Pl)
Extend-232' Lt.
Class "A" Conc. 62 C.Y.
Metal Reinf. 6,100 lbs.
Const. Outlet Ditch
2' Bot., 1½:1 Sl
Dr Exc. 192 C.Y.
Dwg No. 9795, 12950, 17292
363+02.39 P.C.S
150'
Sta 365+00
Const. Drain Ditch
2 Bot., 1½:1 Sl.
Const. A.C. Lining
Dr. Exc. 17 C.Y.
Sta. 366+20
Inst. 6" Perf. Metal Dr. P.-92'
Const Guard Rail 725'
365
Dr. Exc. 293 C.Y.
Const. Median Barrier
Sta. 330+46 to Sta. 346+71
S 15°41' E
Const. A.C Curb-150'
R/W
Sta. 341+25
Const. Drain Ditch
2 Bot., 1½:1 Sl.
Const. A.C. Lining-25'
Dr. Exc. 8 C.Y.
345
+50 Curb Outlet
225'
Sta 346+40
Inst. 6" Perf. Metal Dr P-84'
Special Backfill 8 C.Y.
Dr. Exc. 9 C.Y.
Sta 346+00
Const. Drain Ditch
2' Bot., 1½:1 Sl.
Const A.C Lining-100'
Dr Exc. 33 C.Y.
346+68.10 P.S.
End Median Barrier
130
Anchor Block
Outlet Anchor Block
Curb Outlet
Sta 350+00 to Sta 353+50
Inst. 8" Perf Metal Drain Pipe-430'
Special Backfill 55 C.Y.
Dr Exc 95 C.Y.
350
350+08.10 P.S.C.
350'
Sta. 351+68
3'×3' R.C.B.C.-297' (Inp')
Remove Conc Apron & Cutoff Wall Lt. & Rt. (Cl & Sr)
Inst. 18" Perf. Metal Dr. Pipe-152'
Inst. 6" Perf Metal Dr. Pipe-182'
Special Backfill 13 C.Y.
Emb. Fdn. Exc 860 C.Y.
1° C.L.
Ta 37°52'
S 452.55'
2.340 Sps
S 11°54'
2.059
Const. Guard Rail-500'
Const. A.C. Curb-600'
352+09.10 P.C.S.
Sta 354+45
Inst. 6" Perf. Metal Dr. Pipe-92'
Special Backfill 10 C.Y.
Dr. Exc. 11 C.Y.
Sta. 354+00
Const. Drain Ditch
2' Bot., 1½:1 Sl.
Const. A.C. Lining-50'
Dr. Exc. 17 C.Y.
210
355
S 53°40' E
355+49.10 P.T.
Sta 356+50
Const. 2 Type "G-1" Inlets
Inst. 8" Sewer Pipe-24'
Inst. 12" Sewer Pipe-82'
Inst. End Section Lt.
Dr. Exc. 20 C.Y.
Sta. 358+50
Inst. 18" Culv. Pipe-145'
Const. Type "D" Inlet
Dr. Exc. 114 C.Y.
210'
360
Sta. 362+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-60'
Inst. End Section Rt.
Const. Outlet Ditch
2' Bot., 1½:1 Sl.
Dr. Exc. 26 C.Y.
Const. Type 2 Fence
453'
270'
+50
+00


So Ashland Interch.-Wall Cr. Sec.
Pacific Highway
Jackson County
15n(49)000
7
Sec 6 T40S R2E W.M.
Plan
Proposed
Sta 327+00 to 329+00
Inst 6" Perf Metal Dr Pipe 300'
Inst 12" Perf Metal Dr Pipe 240'
Special Backfill 10 C Y
Dr Exc 85 C Y
Sta 323+20
Inst 18 Corr Metal Pipe 340'
Inst 18 Corr Metal Half Circle Pipe 32
with 4 - 15° Elbows
Inst 24" Corr Metal Pipe 4
Inst 24" Corr End Section 21
Inst 4 - 15° Elbows
Inst 4 Special Conc Inlet 22
Const Underdrain Post
Dr Exc 142 C Y
For Details See Sheet 2A
Sta 327+50
18" Corr Stl Pipe - 150 (In Pl)
Extend - 220' Lt
Remove - 20' Rt
Install 20' Rt
Const Type "D" Inlet
Dr Exc 78 C Y
Sta 326+75
Inst 6" Perf Metal Dr Pipe 80
Special Backfill 8 C Y
Dr Exc 9 C Y
Const Drain Ditch
2 Bot, 1½:1 Sl
Const A C Lining - 50
Dr Exc 44 C Y
Access Control Line
Begin Median Barrier
Sta 336+00 Lt
Const Conc Outlet Anchor Block
Cl "A" Conc - 6.7 C Y
Metal Reinf - 140 Lb
Const 3 Conc Anchor Blocks
Cl "A" Conc 2.5 C Y
Gen Exc 65 C Y (Excess)
For Details See Sht. 2D
Note Taper Guard Rail
Curb Outlet
Const Guard Rail - 425'
Const A C Curb - 425
Sta 336+00
2 - 3 R C B C - 410 (In Pl)
Remove Conc Apron & Cutoff Wall
Inst 6" Perf Metal Drain Pipe - 180
Inst 6" Perf Metal Drain Pipe - 200
Special Backfill 20 C Y
Emb Fdn Exc - 50 C Y (Excess)
Sta 338+25
Const Drain Ditch
2 Bot, 1½:1
Sta 341+25
Const Drain Ditch
2 Bot, 1½:1 Sl
Const A C Lining - 25
Dr Exc. 8 C Y
R/W
S 15°48' E
Const A C Curb 150
Const Median Barrier
Sta 330+46 to Sta 346+71
Const A C Curb - 425
Curb Outlet
Const Random Fill (as directed)
Sta 337+65 to 338+50
Const Drain Ditch
2 Bot, 1½:1 Sl
Const A C Lining - 85'
Dr Exc. 28 C Y
Const Median Barrier
Sta 330+46 to Sta 346+71
Sta 335+50, Rt.
Inst 18" Perf Metal Dr Pipe - 240'
Special Backfill 46 C Y
Dr Exc. 296 C Y
Sta 345+40
Inst 6" Perf Metal Dr Pipe 36'
Special Backfill
Dr Exc 4 C Y
Sta 345+10
18 Corr Stl Pipe
Extend
Sta 329+00 to 334+50
Const Cutoff Ditch
2 Bot, 1:1 Sl
Dr Exc 390 C Y
Const Type 2 Fence
EQUA 330+39.85 P.T. Bk = 330+46.27 P.O.T. Ah
Sta 330+25
Inst 6" Perf Met Dr P - 84'
Special Backfill 9 C Y
Dr Exc. 10 C Y
Sta 326+00
Const Type "G-1" Inlet
Inst 12" Sewer Pipe 74'
Dr Exc 26 C Y
326+39.85 P.C.S.
324+01.70 P.I.
2°30' C.R.
Δ 28°43'
Ls 527.10
2 - 400' Sps.
S 9°00'
a 1.125
Sta 320+50
Const 2 Type "G-1" Inlets
Inst 8" Sewer Pipe 76
Inst 12" Sewer Pipe
Inst 12" End Section 22
Sta 323+83
Inst 6" Perf Metal Dr Pipe 40
Special Backfill 4 C Y
Dr Exc 5 C Y
Const
Inst 6" Perf Metal Dr
Special Backfill 2 C Y
320+01.86 P.S.
Control Line
325
330
335
340
300'
250'
170'
270'
Grade 12' Rt N Bd ℄
S Bd ℄
2890
2880
2870
Subgrade
63.58'
EQUATION
19.85 P.T. Bk = 46.27 P.O.T. Ah


Sec. 6 T. 40 S., R. 2 E., W.M.
Plan
Sta 314+00 to 315+50
Inst. 6" Perf. Metal Dr P-180'
Inst. 12" Perf. Metal Dr P-170'
Special Backfill 44 C.Y
Dr Exc 78 C.Y.
6° C L
Ta 30°38'
Ts 463.16'
2-400 Sps.
S 12°00'
a 1.5
2
2 3
Const. Type 2 Fence
R/W
310+36.34 PS
170'
+00
96.01
314+36.34 PSC
350'
315+46.90 PCS
12'
Sta. 316+00
Const Corr Metal Catch Inlet
Inst 8" Corr Metal Pipe 58'
Dr Exc 9 C.Y.
Const. A.C. Curb - 750'
319+46.90 PT
Sta 319+20
24" Corr Stl Pipe - 220' (In Pl)
Extend 160' Lt
Dr Exc 155 C.Y
Sta 323+20
Inst 18" Corr Metal Pipe 343'
Inst 4 - 15° Elbows
With 4 - 15° Elbows Half-Circle Pipe 32'
Inst 24" Corr Metal Pipe - 4'
Inst 24" End Section Rt
Inst 4 - 15° Elbows
Inst Special Conc Inlet
Const Under Pavt 22'
Extra Under C.Y
Dr Exc. 142 C.Y
For Details See Sheet 2A.
530
+25
Sta. 324+75
Inst. 6" Perf. Met. Dr. Pipe 80'
Special Backfill 8 C.Y.
Dr. Exc. 9 C.Y.
+00
Sta. 327+30
18" Corr. Stl Pipe - 150' (In Pl)
Extend - 220' Lt.
Remove - 20' Rt
Install 20' Rt.
Const Type "D" Inlet
Dr. Exc. 78 C.Y
450
+50
+00
Sta. 330+50 Lt.
Const. Drain Ditch
2' Bot., 1½:1 Sl.
Const. A.C. Lining - 50'
Dr. Exc 44 C.Y.
Sta 327+00 to 329+00
Inst. 6" Perf. Metal Dr Pipe 300'
Inst 12" Perf Metal Dr. Pipe 260'
Special Backfill 10 C.Y
Dr Exc 85 C.Y.
Sta 334+20
250'
Begin Median Barrier
Access Control Line
Sta 336+00 Lt.
Const Conc Outlet Anchor
Cl "A" Conc - 67 C.Y
Metal Reinf. - 140 Lb
Const 3 Conc Anchor Blocks
Cl "A" Conc - 2.3 C.Y
Gen Exc 65 C.Y (Excess)
For Details See Sht. 20
Const Guard Rail - 1700'
120'
Note Taper Guard Rail
325
320
315
310
330
+39
13°53' E
18'
24'
24
Const. Guard Rail, Lt & Rt.
Sta. 292+41 to Sta. 330+39
S. 44°31' E.
Const. Median Barrier
Sta. 330+46 to Sta 346+71
Sta 314+00
Const 2 Type "G-1" Inlets
Inst 8" Sewer Pipe - 24'
Inst 12" Sewer Pipe - 76'
Inst End Section Lt
Dr Exc 31 C.Y.
Sta. 315+40
Inst. 6" Perf. Met. Dr. P-52'
Special Backfill 5 C.Y.
Dr. Exc. 6 C.Y.
Sta 315+10
Const Type "G-1" Inlet
Inst 12" Sewer Pipe - 72'
Dr Exc 27 C.Y.
Sta 315+00
18" Corr Stl Pipe - 135' (In Pl)
Extend 150' Lt.
-24' Rt.
Const. Outlet Ditch
2 Bot., 1½:1 Sl.
Dr. Exc. 84 C.Y
Sta 315+25
Const. Drain Ditch
2 Bot., 1½:1 Sl
Const. A.C. Lining - 50'
Dr. Exc 17 C.Y.
Access Control Line
Const. M.H. w/Grate
Inst. 6" Perf. Met. Dr. P-6'
Special Backfill 2 C.Y.
320+01.86 PS
Sta 320+50
Const 2 Type "G-1" Inlets
Const 8" Sewer Pipe - 24'
Inst. 12" Sewer Pipe - 76'
Inst. End Section Rt
Inst. Under Pavt 22'
Extra Under C.Y.
Dr. Exc. 18 C.Y.
Sta. 323+30
Inst. 6" Perf. Metal Dr. Pipe - 40'
Special Backfill 4 C.Y.
Dr. Exc 5 C.Y
324+01.70 PSC
4°30' C.R.
Ta 28°43'
Ts 527.10
2-400' Sps.
S 9°00'
a 1.125
300'
326+39.85 P.C.S.
Sta. 326+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 74'
Dr. Exc. 26 C.Y.
Sta. 330+75
Inst. 6" Perf. Met. Dr. P-84'
Special Backfill 9 C.Y.
Dr. Exc. 10 C.Y.
350'
+00
EQUA 330+39.85 P.T. Bk. = 330+46.27 P.O.T. Ah.
Const. Type 2 Fence
Sta. 329+00 to 334+50
Const Cutoff Ditch
2' Bot., 1:1 Sl.
Dr. Exc. 390 C.Y.
170'
+50
+75
Curb Outlet
2890
2880
2870
Finish Grade 12' Rt. "N. Bd" ℄
Finish Grade 12' Rt. "S. Bd" ℄
M.H. Rt.
Ground Line at "S. Bd" ℄
Subgrade
53.58'
39.85 P.T. Bk. = EQUATION 46.27 P.O.T. Ah.

FORM E-30

15

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

DATE April 2, 1975

TO Frank Terpin, Final Design Engineer

FROM Wm H. Maude
Wm. H. Maude, Resident Engineer

SUBJECT **Neil Creek Section**
Preliminary Plans

As discussed by phone on 3-31-75, I have only two suggestions to make on the subject, Preliminary Plans.

I would like to see the ditch section on the South Bound Lanes moved to the back of the shoulder barrier berm, to keep most the surface drainage away from debris in the fallout area.

Also I foresee considerable problems at Stat. 315 to 317+50, where traffic will be moved during construction. This area is a saw-tooth area with verticle differances of from two to three feet. The area is in the mid-section of reversing spiral curves with limited sight distance and several other problems. I recommend that the traffic transfer be done at Stat. 330 to 333 where a crown section exist and sight distances is adequate.

I also talked to Fred Erickson and he suggested transfer of traffic within the work area. I feel that this could be done in a manner which would give increased safety over the manner shown in the Preliminary Plans.

cc: A. Shirley Jr.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 9 - 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not [illegible]
[illegible]
Other

REFERRED TO
Beard Reed
Cole Sample
[✓ Eriksen] 7[illegible] Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

I5

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 6, 1975

FILE: CON 5

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Neil Creek Rest Area
Pacific Highway
Sewerage Connection to
Ashland Treatment Plant

Mr. Brian Almquist, City Manager, Ashland, telephoned February 6, 1975, and among other things asked when the letter promised regarding the subject connection would be arriving. He thought he had talked with Mr. J. X. Wilson.

After conversations with Mr. Gary Kennen and Mr. Wilson, it was established that a plan was being developed in Salem and that preliminary contact with the City had been through Mr. Al Alsing, Department of Public Works. Mr. Wilson indicated that when a plan was available, a formal presentation would be made to the Jackson County Planning Commission and the City of Ashland.

Mr. Almquist was advised of the above and stated that he thought it could be handled like the Port of Entry as far as hookup charges, etc.

GLC/dt

cc: J.H. Versteeg ✓
R.W. Ellison

8193

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-1(78)10
Neil Creek Section
Pacific Highway

DATE: October 25, 1974

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in your recommendation to use a mandatory waste area on the subject project as requested in Mr. Versteeg's letter of October 7, 1974.

Use of the mandatory waste site is necessary to insure the material will not be wasted in a manner detrimental to the environment.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 25 '74
REFER TO
FOR

NOTED
E. S. HUNTER
CC Versteeg
Wolfe
10-28-74

REFERRED TO
Cole
Reed
[✓ Eriksen] 7E
Sample
Hager
Watson
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐
BY FINAL DESIGN ENGINEER

1 ✓
2 T
3

ROAD
DESIGN
SECTION

RECEIVED
OCT 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3173

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 24, 1974

P.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: J. X. Wilson
Region III Construction Engineer

SUBJECT: Neil Creek Section
Pacific Highway
Jackson County

We have reviewed your suggestion for salvaging base rock under the A.C. pavement behind the proposed concrete shoulder barrier.

The A.C. pavement, approximately 8,150 square yards, would have to be removed at a cost of $1.50 per square yard which comes to $12,225.

The base rock thickness is 14 inches, of this probably 12 inches could be salvaged and this assumption gives us approximately 2,700 cubic yards of rock. The cost of utilizing this material in the new alignment is estimated at $5.00 per cubic yard, a reduction in price as compared to new material of $2.00. This reduction then would be $5,400 against the pavement removal cost of $12,225 for an increase in project cost of $6,825.

A further examination of this operation in the sequence of our stage construction plan, makes it appear impractical, because more than half of the 4,000 cubic yards of base rock required would be needed for the construction under Stage 2 when the salvage area would be under traffic.

REFERRED TO

_____Cole_____ _____Reed_____
_____Eriksen_____ _____Sample_____
_____Hager_____ _____Watson_____
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FE:we
cc: Fred Eriksen

ROSEBURG REGION
RECEIVED
OCT 25 1974

10-28-74
cc: Frank Terpin – I agree completely with your analysis. This was Tom Lowe's suggestion which is why I submitted it for consideration. Will talk to Tom!

I-5

REFERRED TO

BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 7, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: **Neil Creek Section**
Pacific Highway
Jackson County

Dear Mr. Green:

Contract plans and specifications for the project presently scheduled for an October letting will indicate that excess material from roadbed excavation and removal of existing slide material be placed in a disposal area.

The proposed disposal area was used on the previous contract and is the nearest location available for the excess material (approximately 2500 cubic yards) which probably has no value.

We solicit your approval in making the use of this disposal area mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By F. E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
bc: E. S. Hunter
L. W. Rulien
Gary A. Potter
W. E. Schwartz
C. G. Swenson
Fred Eriksen

we

10-14-74

RECEIVED
OCT 1 1974

CC: Frank Terpin — We recommend consideration be given to salvaging base rock under present A/C. This should be a relatively simple operation & cut costs considerably. H.K.W.

2 5/2
Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 11, 1974

In reply refer to: 1041DB.3

SUBJECT: Oregon Project EPS-I-5-1(78)10
Neil Creek Slide Section
Pacific Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve the use of $2.05/linear foot salvage value for precast shoulder barrier as supported in Mr. Versteeg's October 8, 1974 letter.

G. K. Hossner
G. L. Green

REFERRED TO
Cole
Reed
[✓ Erikson] FE
Sample
Hager
Watson
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐
BY FINAL DESIGN ENGINEER

10-17-74
cc: Rulien
Maitrung
Shirley
Versteeg
Swanson

RECEIVED
STATE HWY ENG.
OCT 17 '74
REFER TO
[illegible]
FOR
[illegible] | Inves | R/D | D/R | Sign | [illegible] ✓

Copy 1

RECEIVED
OCT 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
OCT 8 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

October 8, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Neil Creek Slide
Pacific Highway
Jackson County

Dear Mr. Green:

It is planned to remove the precast concrete barrier on the existing detour and utilize it as shoulder barrier on the subject project.

There are 2812.5 linear feet in place and the proposal will require the use of 1800 linear feet leaving an excess of 1012.5 linear feet.

We will specify that the barrier not used in the permanent installation will remain the property of the State and is to be stockpiled in the State's maintenance yard in Ashland.

We will credit the Federal-aid project in the amount of money equal to $2.50 per linear foot salvaged by the State. This price was determined as follows:

A salvage value of 50 percent of the material would be reasonable for used concrete barrier in almost new condition. However, since the material to be salvaged will be the more damaged sections not used in the permanent installation a reduction in value of approximately 15 percent is considered appropriate. Therefore, based on a material cost of $5.82 per linear foot the salvage value would be $2.05.

Our cost analysts estimate a cost of $0.40 per linear foot to transport to the maintenance yard in Ashland.

The actual credit to the project will be adjusted when the actual quantity of materials salvaged and delivered is determined.

We believe the above described manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By F.E.T.

Frank E. Terpin
Final Design Engineer

FET:we

bc: E. S. Hunter
L. W. Rulien
D. H. Moehring
Alfred Shirley
C. G. Swenson
Fred Driksen

8194 Pleasant Hill-Rattlesnake Rd 1975
Sec Willamette Hwy E of Jct P&W
(Grading and paving)

FORM #1 734 30 [illegible]

FILE: CON 5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 14, 1976

FROM: J. X. Wilson
J. X. WILSON
Regional Construction Engr.

SUBJECT: Engineering Overrun
Contract No. 8194

TO: C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

Attached is a letter from John Scofield pretty well setting forth the reasons for a second overrun of engineering on the subject project. As indicated, the primary reason was he had no great amount of other work assigned to carry his payroll and cover the additional unanticipated engineering required.

We in Region accept the responsibility for not assigning other work or initiating some location for John to do. However, I want to again point out that we were and still are overstaffed with Resident Engineers in Eugene and made our obligations known before the additional Resident Engineer was assigned to the Eugene area.

We will do whatever we can in the future to avoid engineering overruns. In the event we see problems coming, we will let you know immediately.

JXW/cw
Attach.

cc John Scofield

[illegible]

REFERRED TO
Bryant Jackmond
By Construction Engineer

Keasey K	RECEIVED	Richards
3 Bond		Glenn
2 Jackmond	APR 15 1976	Berg
Harwood		
Johnsen	CONSTRUCTION	
Walker	SECTION	

5 3-[illegible]
cy Contr.
Region 3

FORM 81-7.14 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Ore. 97401
April 9, 1976

FILE:CON 5-8194

John T. Scofield

FROM: John T. Scofield
Resident Engineer

TO: J.X. Wilson
Regional Construction Engineer

SUBJECT: Reason for Second Overrun of Authorization, Contract No. 8194

The reasons for the second overrun of the Authorization on the Pleasant Hill and Rattlesnake Rd. Project are pretty well covered in my letter of March 24, 1976.

At the time of the first request for additional money in October of 1975, we anticipated that the project would be complete by October 31, 1975, and that the semi-final estimate would be complete and in, by Nov. 30th. Also at that time there was no evidence of problems with the slopes on the Rattlesnake Rd. Section. When the first request was made, we set the contingencies at $ 0.

After the first request was made and approved, slope problems developed, delaying the completion date to Dec. 2, 1975. There was an expenditure of $ 1,700 for slope correction work, which included a curb and inlet, plus some slope repairs by State Forces. The second request included $ 2,000 in contingencies for slope repair work anticipated this spring or summer.

The additional engineering money (about $9,000) resulted mainly from having too little work. As far as the engineering goes, we finished our work and stopped charging in December, when the semi-final was submitted. We charged $ 3,200 in December, which was mostly office time. Our last charges to this prefix were in January, for $ 400. These charges were for office time, correcting some final quantities and documentation.

I hope this information meets your needs.

RECEIVED
APR 1[illegible] 1976

FORM 81-734-3030

2 Keasey K
1 Bond B
Jackmond
Harwood
Johnsen
Walker

RECEIVED
MAR 29 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5-8194

Eugene, Ore, 97401
March 24, 1976

John T. Scofield

FROM: John T. Scofield
Resident Engineer

SUBJECT: Overrun of Authorization,
Pleasant Hill & Rattlesnake Rd.
Contract No. 8194

TO: J.X. Wilson
Regional Construction Engineer

The total anticipated overrun of the Authorization for the Pleasant Hill & Rattlesnake Rd. Project, Contract 8194, is $ 27,920. The request for an additional authorization submitted Feb. 25, 1976 was the second request. This second request was for $ 13,400 of the $ 27,920 total.

Any analysis of this overrun has to boil down to the engineering. The total overrun in engineering is $ 32,120. The original authorization for engineering was $ 14,180, and our final estimate for engineering charges is $ 46,300.

All items other than engineering underran the original authorization by $ 4,200. This underrun exists, eventhough we extended the project 500 ft., and had some slope problems to correct. The price agreements, extra work orders, and state force orders for unanticipated items amounted to $ 3,800.

Following is a breakdown of the engineering charges:

Payroll	$ 37,600
Equipment Rental	3,250
Moving Costs	
Per Diem	615
Expenses (Househunting)	460
Supplies	690
Office Rent	1,210
Utilities (phone, power, gas)	175
Lab Charges	1,300
Unaccounted for Charges	1,000
TOTAL	$ 46,300

This crew was set up the 1st of June, 1975, and had two construction projects through the summer. Besides this project, we had the Daisy St. - S.P.R.R. (Springfield) Project, with an engineering authorization of $ 8,580. These were the only projects we had until Sept., when the Scott Cr. - Stony Brook Project was let. Work on the Scott Cr.-Stony Brook Project was posponed until this spring.

So basically we had to operate this crew for six months, at a cost of about $ 15,000 per month, on the following engineering money:

3-26-76
CC: C.T. Keasey - We really don't have any good excuse for overrunning engineering. We could have put some of these people out on per diem with

ROSEBURG REGION
RECEIVED
MAR 26 1976

RE	RM	[illegible]	[illegible]	TE
[illegible]	DSS	[illegible]	FILE	
ENV	AE	RBI		

Pleasant Hill & Rattlesnake Rd. Project *(Spent by Doug Green)		$14,180
Daisy St. - S.P.R.R. (Springfield) Project	minus	2,600
Scott Cr. - Stony Brook Project (Staking project)		8,580
Goshen - Cottage Grove Project (engineering charged to this project for people I loaned to Ellis Jones)		8,000
		9,500
TOTAL		$ 37,660

* Doug Green showed this project and staked most of it before he turned it over to me. He used about $ 2,600.

The $ 37,660 of engineering money available to this crew during the six months from June through November fell about $ 52,000 short of the actual cost of operating the crew. The $ 32,120 which we overran this project, plus the $ 15,000 we overran the engineering on the Daisy St. - S.P.R.R. (Springfield) Project, just about equal this $ 52,000 shortage.

In summary I made every effort to loan out people to other crews, but Ellis Jones and Doug Green didn't need extra help. A lot of time had to be charged to this project, that could have been charged elsewhere if work would have been available.

FORM 81-7.14-3030

NOTED
H. S. COULTER

FILE: CON 5 #8194

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 17, 1976

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Pleasant Hill & Rattlesnake Road
Contract No. 8194
Second Request for Increase in
Project Authorization

A further overrun of 6.9 percent on this project is now expected. An earlier increase for 8.12 percent was prepared in October. At that time, the contract work was all done, so our request did not include any further contingency allowance for unanticipated items. Shortly after the increase was approved and as the winter rains set in on this project, some detrimental erosion and slumping of embankment slopes became apparent. The final inspection on the project was made November 4 and by then it was apparent that some corrective work to alleviate the erosion damage should be performed. This resulted in E.W.O. No. 5 for a corrugated metal catch-inlet and drain pipe, P.A. No. 3 for 400 feet of concrete curb, S.F.O. No. 3 for some rock slope protection in one quadrant of the Rattlesnake Road intersection and an S.F.O. yet to be submitted for slope restoration in dryer conditions this spring. This late added erosion control work, along with further engineering charges in preparing the final estimate and final project data have resulted in this further overrun of $13,399.12.

This was a State project. A rough draft letter to the Transportation Commission is attached.

JAB:fr

Act.

cc: Robert Church

John B. —
Please have analysis made of
Engineering overrun — Seems strange
[illegible] only [illegible] known in October that
an addt'l engineering overrun equal to
half of what the [illegible] engr. costs on
project should be. —

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — MAR 19 1976 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

5194

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 19, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

AGENDA
MAR 30 1976

4 V-2

SUBJECT Pleasant Hill & Rattlesnake Road
Contract No. 8194
Second Request for Increase in Project Authorization

A further overrun of 6.9 percent is now expected on this project under contract with Wildish Construction Company. This was a State project to construct two left-turn refuges on the Willamette Highway in Lane County.

An earlier increase of 8.12 percent was approved at your November 25, 1975, meeting. When that request was prepared, the contract work was finished, and we did not include any further contingency allowance for unanticipated items. As the winter rains set in, some detrimental erosion and slumping of embankment slopes occurred.

Corrective work to alleviate the erosion damage had to be performed. This included a corrugated metal catch-inlet and drain pipe, 400 feet of concrete curb, rock slope protection in one quadrant of the Rattlesnake Road intersection and some slope restoration yet to be done in drier conditions this spring. This added erosion control work, along with further engineering charges in preparing the final estimate and final project data, have resulted in this further overrun.

Your approval of an additional $13,399.12 to a new total authorization of $206,741.12 is requested. This matter will be on the agenda for your approval at the March 30 meeting.

bc: C. W. Head
E. S. Hunter
C. T. Keasey
George Bell
George M. Baldwin
H. S. Coulter
V. E. Skoog
Alfred Shirley, Jr.

JAB:fr srb

NOTED
H. S. COULTER

FILE: CON 5 #8194

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 17, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Pleasant Hill & Rattlesnake Road
Contract No. 8194
Second Request for Increase in
Project Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

A further overrun of 6.9 percent on this project is now expected. An earlier increase for 8.12 percent was prepared in October. At that time, the contract work was all done, so our request did not include any further contingency allowance for unanticipated items. Shortly after the increase was approved and as the winter rains set in on this project, some detrimental erosion and slumping of embankment slopes became apparent. The final inspection on the project was made November 4 and by then it was apparent that some corrective work to alleviate the erosion damage should be performed. This resulted in E.W.O. No. 5 for a corrugated metal catch-inlet and drain pipe, P.A. No. 3 for 400 feet of concrete curb, S.F.O. No. 3 for some rock slope protection in one quadrant of the Rattlesnake Road intersection and an S.F.O. yet to be submitted for slope restoration in dryer conditions this spring. This late added erosion control work, along with further engineering charges in preparing the final estimate and final project data have resulted in this further overrun of $13,399.12.

This was a State project. A rough draft letter to the Transportation Commission is attached.

John B. —
Please have analysis made of Engineering overrun — such things as why we didn't know in October that an add'l engineering overrun equal to half of what the total engr. costs on project should be. —
Scott

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

JAB:fr

Att.

cc: Robert Church

8194

February 18, 1976

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8194 awarded to Wildish Construction Company for work on the Pleasant Hill and Rattlesnake Road Section of the Willamette Highway in Lane County was completed on December 2, 1975, and accepted by the Administrator and State Highway Engineer on February 18, 1976.

Final payment in the amount of $8,163.75 will be released to the contractor after February 23, 1976. The total contract amount is $156,401.12 including $2,962.16 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

5174

Salem, Oregon
February 5, 1976

William H. Sample
Acting Final Design Engineer

John T. Scofield
Resident Engineer

Pleasant Hill-Rattlesnake Rd. Sec.
Willamette Highway
Lane County
(Construction Narrative Report)

Extra Work Order No. 2

Extending the Pleasant Hill Section 530' could account for this overrun also note that this project was set up as Embankment In Place thereby precluding any intent that the quantities shown were to balance.

Extra Work Order No. 3

The Location Data did not indicate there was an existing ditch at this location.

WEC:az
cc: W. E. Cole

RECEIVED
FEB 6 1976
ROAD
DESIGN
SECTION

Versteeg
Olson
Terpin
Scott
Swenson
Anderson
Trout

Requires Reply
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

819

13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pleasant Hill & Rattlesnake Rd.	WEEK ENDING: January 10, 1976	SECTION PREFIX: 120-0504
HIGHWAY: Willamette	COUNTY: Lane	
NAME OF JOB: Pleasant Hill & Rattlesnake Rd.	KIND OF WORK: Grade, Pave, & Flasher	
CONTRACTOR: Wildish Construction Co.	CONTRACT NUMBER: 8194	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 13, 1975	DATE WORK STARTED: July 1, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED: CALENDAR DAYS USED: 149
PROJECT AUTHORIZATION: $ 193,342.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 156,342.00	ENGINEERING AUTHORIZATION: $ 37,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 156,562.43	ENGINEERING COST TO DATE: $ 44,966.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 122 %	DATE PROJECT WAS COMPLETED: December 2, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING		OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.68	0.68	0.68		0.68
MILES PARTIALLY COMPLETED	0.68	0.68	0.68		
MILES COMPLETED	0.68	0.68	0.68		0.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5350 c.y.	4400 tons	3600 tons		3850 tons
TOTAL QUANTITIES CORRECTED TO DATE	6667.7	2663.26	3481.75		3697.19
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6667.7	2663.26	3481.75		3697.19
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Double 8x6 RCBC								
PERCENT	100								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 12 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate submitted to Region Office on January 9, 1976.

This is the Final Weekly Report for this project!

cc: Construction 2 ✓
Region
File

SIGNED John T. Scofield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1975

TO Oregon ~~Sxxxxxxxxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Pleasant Hill and Rattlesnake Road
Contract No. 8194
Request for Additional Authorization

An overrun of 8.12 percent is expected on this project which is for left-turn refuge construction at two locations several miles apart on the Willamette Highway and the installation of a flashing beacon at one location. Wildish Construction Company is the contractor and the project is now virtually complete. This is a State bond project.

Engineering costs are the main reason for the overrun. Other major work planned for this crew when it was established for the summer was unavoidably delayed. Reductions to a minimum crew size were made to effect all possible savings.

A late change order aggravated the engineering cost and contributes to the overall project overrun. This added work extended the widening on the Pleasant Hill Section westerly to connect with a previously widened section. This was to avoid having a short length of reduced lane width.

Your approval is requested for an increase of $14,518.77 to a new total of $193,342.00 for this project. This will be on the agenda for consideration at your November 25 meeting.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Jack Graham
George M. Baldwin
(w/forms)
C. T. Keasey
Gary Sund
Alfred Shirley, Jr.

JAB:fr srb

NOTED
H. S. COULTER
FILE: CON 5 #8194

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 17, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Pleasant Hill & Rattlesnake Road
Contract No. 8194
Request for Additional Authorization

TO: H. S. Coulter
Assistant State Highway

Herewith E-372 form showing an expected 8.12 percent overrun on this project which is for left turn refuge construction at two locations several miles apart on the Willamette Highway, and the installation of a flashing beacon at one of them. Wildish Construction Company is the contractor and the project is now virtually complete. This is a State project.

There are some quantity variations in the contract items, but their money effect cancels each other out so that the reason for this overrun is simply engineering costs. They will be about 260 percent of the original authorization.

A late change covered by E.W.O. 4 and some of the bid item overruns aggravated the engineering cost and, of course, also contributes to the overall project overrun. This work continued the widening on the Pleasant Hill Section back to the west to connect with an already existing widened section. It now appears the project would have overrun more than the allowable 5 percent even if this work had not been undertaken, however.

Our engineering crew had only this project and another small project in Springfield last summer because other expected work for which they had been organized was delayed. The Junction City-Airport Road project was slated for this crew and was approaching a bid opening, but it was not contracted. Two small projects simply do not sustain even a minimum crew these days. Crew members were loaned to other Eugene crews when possible.

A rough draft letter to the Transportation Commission is attached.

[illegible] detailed overrun in
[illegible] costs is being prepared.

JAB:fr

Att.

cc: Robert Church

RECEIVED
NOV 17 1975
Office of
Assistant State Highway Engineer

Coulter ✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 14, 1975

FILE: CON 5

NOTED
H. S. COULTER

Alfred Shirley Jr

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Engineering Expense
Daisy St.-SPRR (Springfield)
Springfield-Creswell Highway
Contract No. 8244

Pleasant Hill & Rattlesnake
Road Section
Willamette Highway
Contract No. 8194

You requested an explanation of the large overrun of engineering on the subject projects. The following explanation appears both reasonable and simple.

1. John Scofield was the Resident Engineer on both projects.

2. The Jct. City-Airport Rd. job was removed from the schedule. This was a very large project and was the principal reason Scofield was moved into the Eugene area. Since the job did not go, the remaining available work was split up among three Resident Engineers in Eugene.

3. Move-in costs for Scofield and crew had to fall on the small jobs to which he was assigned.

4. Scofield's new crew was put together utilizing a few people from the other local crews but mostly new "green" hires.

5. Both the Daisy St. and Willamette Hwy. jobs required considerable revision. These were small, difficult jobs requiring a disproportionate amount of engineering.

6. Scofield's people were used as much as possible with the other two Resident Engineers having work in the area. This was intermittent, however, and did not help much in reducing charges to the two jobs in question.

We are not happy with any overrun in engineering but sometimes it is unavoidable. Hopefully we will not have a recurrence in the immediate future.

JXW/cw

11-18
cc Coulter

RECEIVED
STATE HWY ENGR
NOV 1 8 '75
REFER TO
FOR
Info Inve R D D R S&E A I

RECEIVED
NOV 1 8 1975
Office of State Highway Engineer

Routing
Keasey
Bond ND
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 1 8 1975
CONSTRUCTION SECTION

I don't believe
a Res Eng.
should be moved
into an area
for a project
until the contract
is awarded. We
have been burnt
too many times
this way
Ben

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 8194

Eugene, Oregon
June 2, 1975

FROM: D. W. Greene
Resident Engineer
Dennis Cline
by Dennis Cline
Office Engineer

SUBJECT: Box Culvert Data Sheet
Form E-384
Pleasant Hill and
Rattlesnake Road Sections
Contract #8194

TO:
Bob Ellison
Bridge Administration Engineer
Salem, Oregon

Enclosed is Field Data Sheet (form E-384) for Box Culvert Extension on subject project. Please prepare box culvert drawings for use during construction of the culvert extensions.

DRC/eew
enc.
cc: Alfred Shirley, Jr.

NOTED
P.A. ANDERSON

RECEIVED
N 3 1975
BRIDGE DIVISION

Sta. 517+94
[illegible] 8/94

Oregon State Highway Department

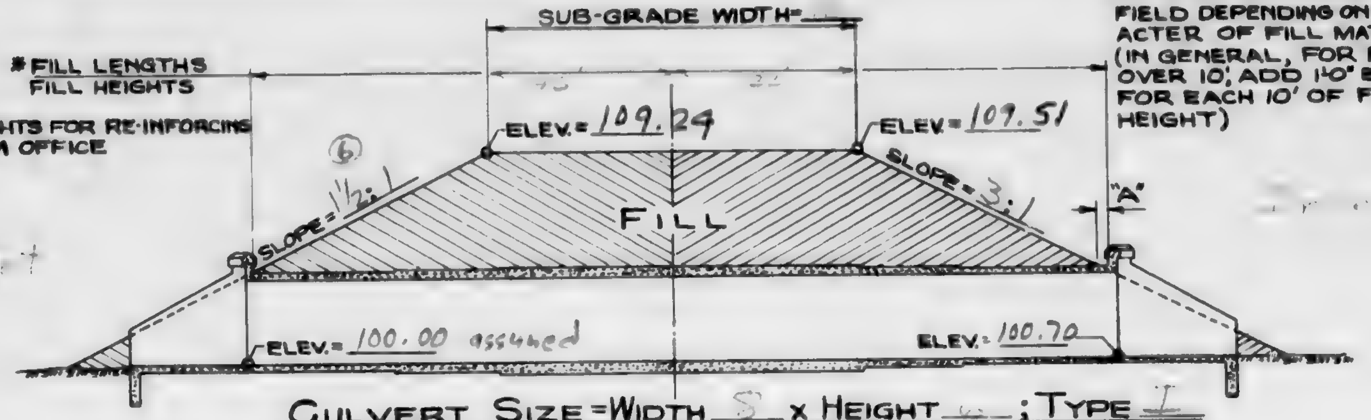
Form E-384—10M—8-58

FIELD DATA CULVERT REQUIREMENTS

"A" TO BE DETERMINED IN THE FIELD DEPENDING ON CHARACTER OF FILL MATERIAL. (IN GENERAL, FOR FILLS OVER 10', ADD 1'-0" EACH END FOR EACH 10' OF FILL HEIGHT)

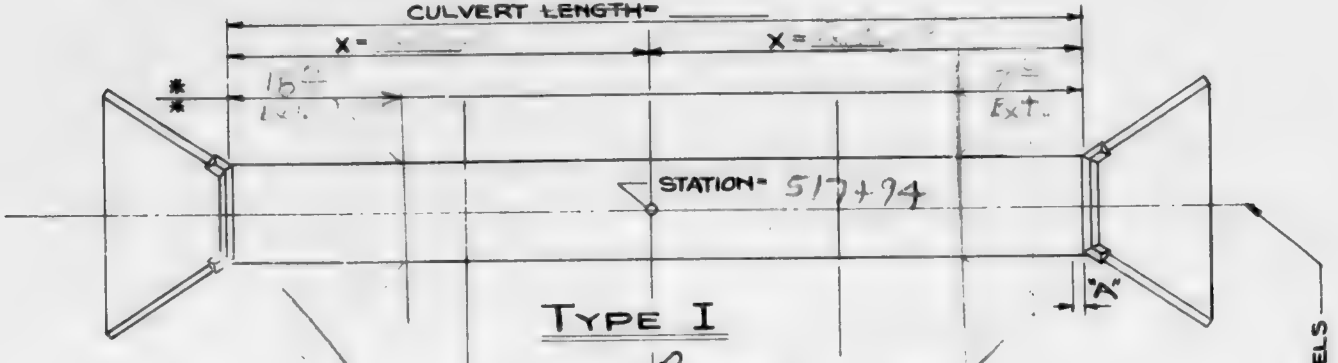
*FILL LENGTHS
FILL HEIGHTS

*FILL HEIGHTS FOR RE-INFORCING BY SALEM OFFICE

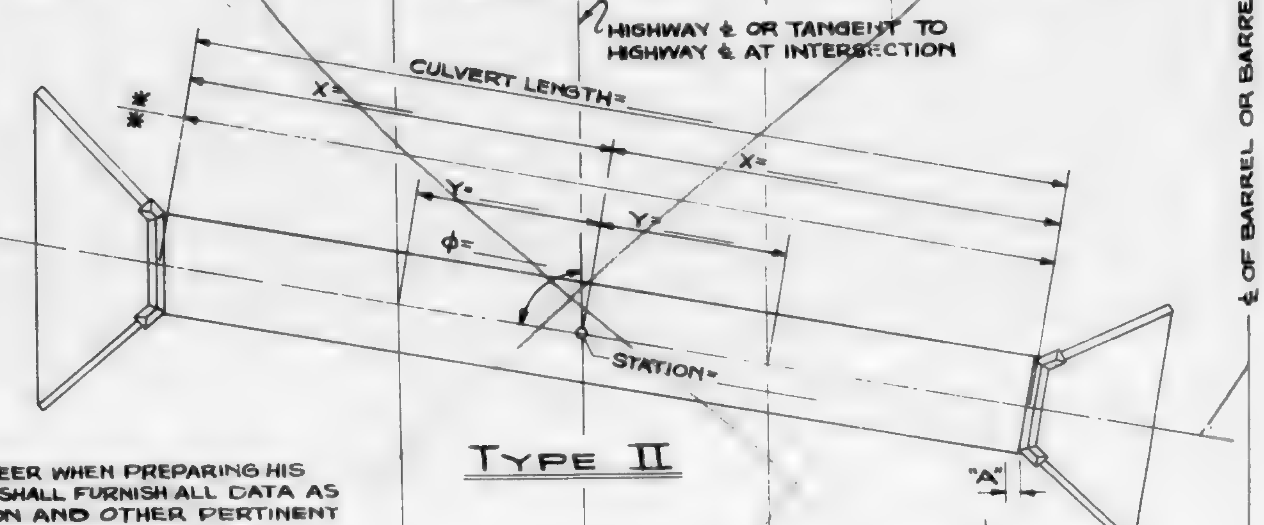


CULVERT SIZE = WIDTH 8 x HEIGHT 6 ; TYPE I

Ext. [illegible]



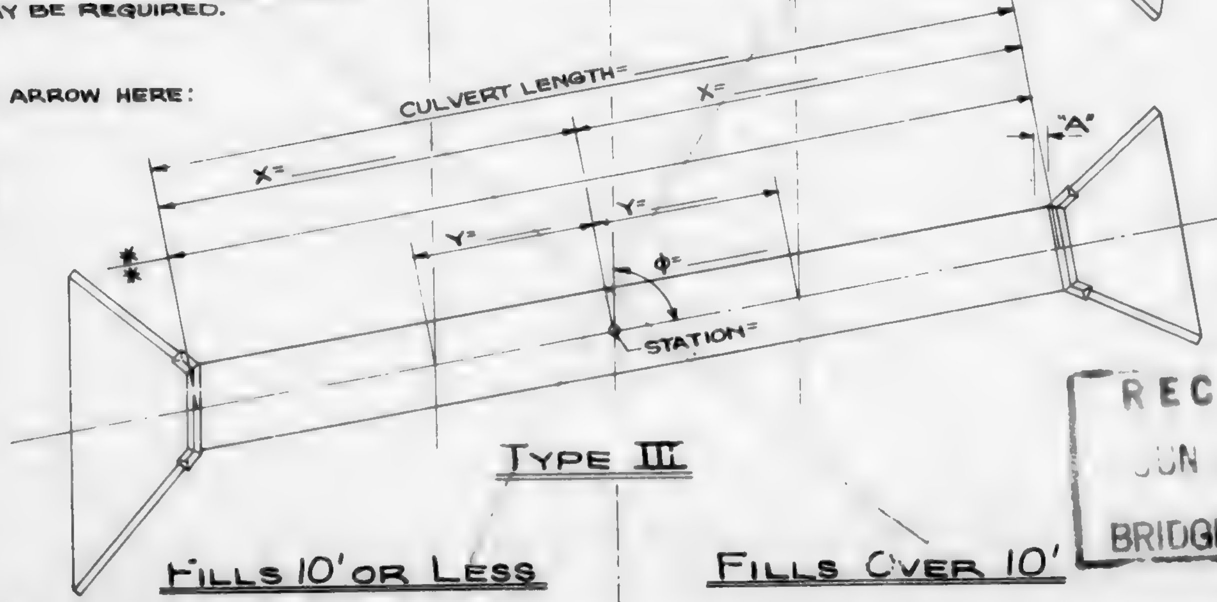
TYPE I



TYPE II

NOTE:~
RESIDENT ENGINEER WHEN PREPARING HIS FIELD DRAWINGS SHALL FURNISH ALL DATA AS INDICATED HERE ON AND OTHER PERTINENT DATA THAT MAY BE REQUIRED.

PLACE NORTH ARROW HERE:



TYPE III

FILLS 10' OR LESS FILLS OVER 10'

RECEIVED
JUN 3 1975
BRIDGE DIVISION

LOCATION OF CULVERT:~

NAME OF HIGHWAY OR ROAD
SECTION AND STATION [illegible]
COUNTY Lane
SECT.__ R.___, T.___, W.M.
SUBMITTED BY D.W. [illegible] DATE ______

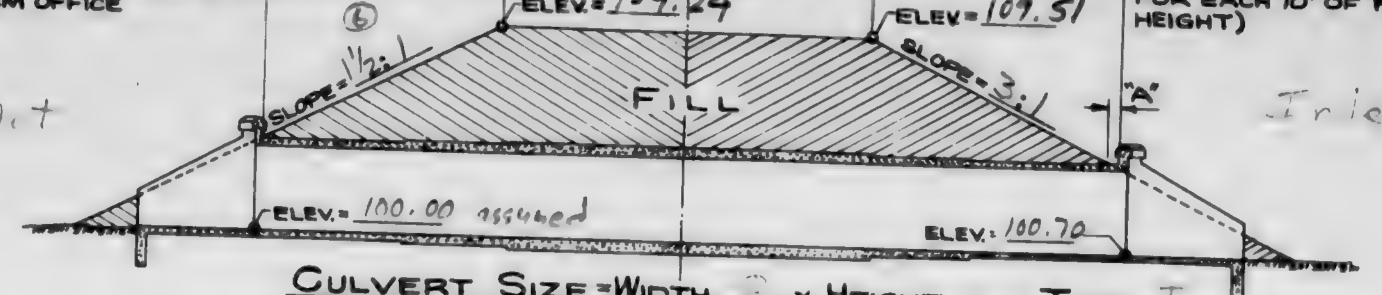
REMARKS:~
1. Existing [illegible]
2. Reference Dwg. [illegible] 17292
3. Fill Height [illegible]
4. Make Parallel [illegible]

APPROVED:

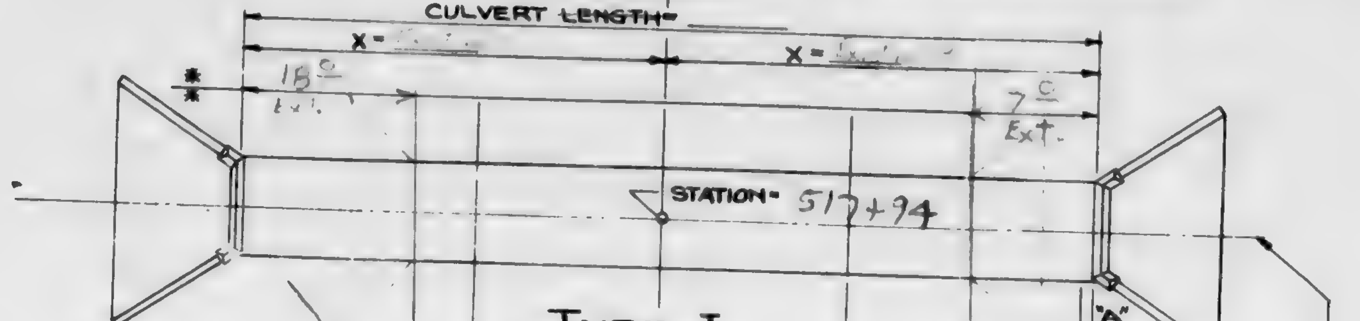
Ivan D. Merchant
BRIDGE ENGINEER

*FILL HEIGHTS FOR RE-INFORCING BY SALEM OFFICE

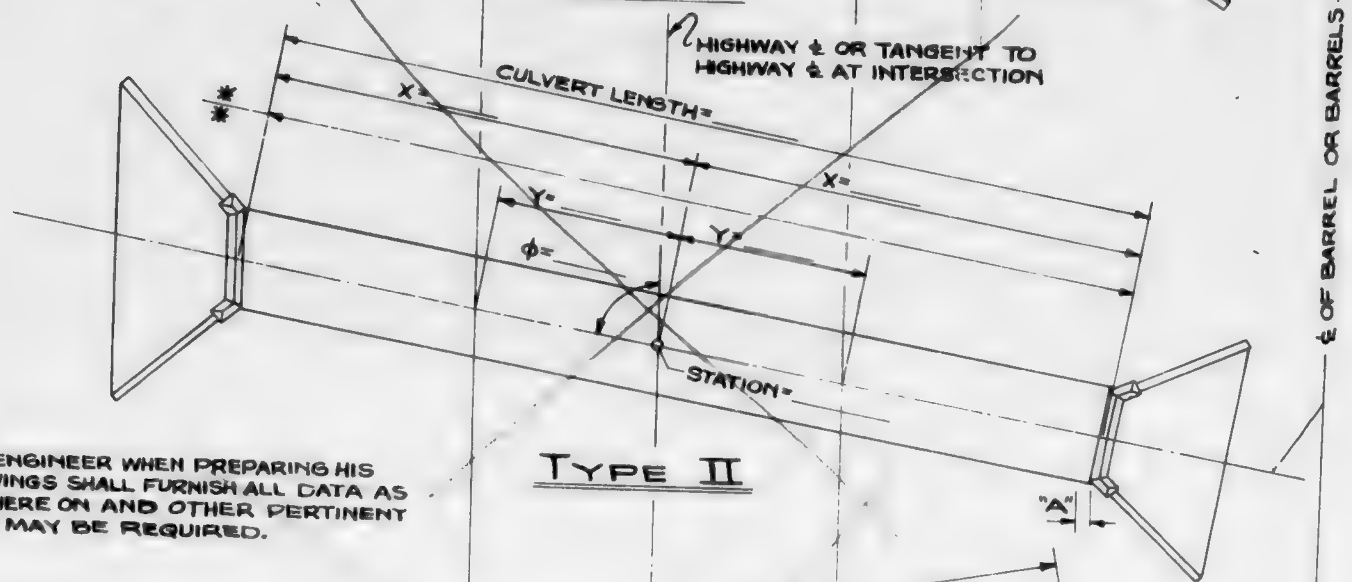
OVER 10', ADD 1'0" EACH END FOR EACH 10' OF FILL HEIGHT)



CULVERT SIZE = WIDTH ___ x HEIGHT ___; TYPE I



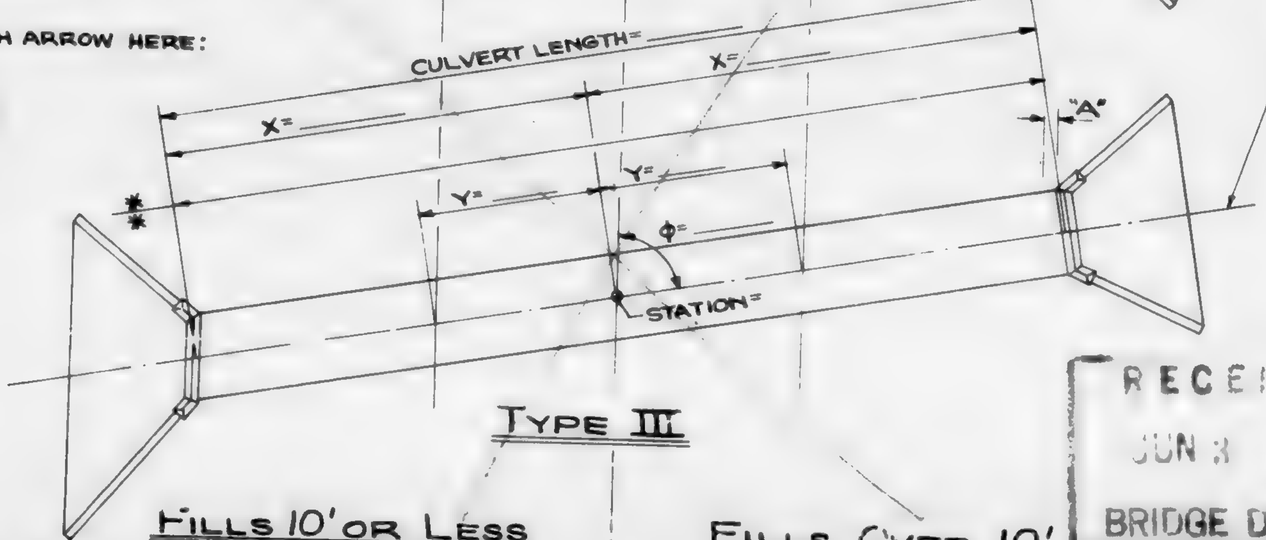
TYPE I



NOTE:~
RESIDENT ENGINEER WHEN PREPARING HIS FIELD DRAWINGS SHALL FURNISH ALL DATA AS INDICATED HERE ON AND OTHER PERTINENT DATA THAT MAY BE REQUIRED.

TYPE II

PLACE NORTH ARROW HERE: ○



TYPE III

FILLS 10' OR LESS

FILLS OVER 10'

RECEIVED
JUN 3 19[illegible]
BRIDGE DIVISION

LOCATION OF CULVERT:~
NAME OF HIGHWAY OR ROAD [illegible]
SECTION AND STATION [illegible]
COUNTY Lan[illegible]
SECT. ___ R. ___, T. ___, W.M.
SUBMITTED BY [illegible] DATE ___
REMARKS:~
① [illegible]
② [illegible] D[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Lt. Side [illegible]
[illegible] R/W
⑦ Refer to [illegible]

APPROVED:

Ivan D. Merchant
BRIDGE ENGINEER

OREGON
STATE HIGHWAY COMMISSION
FIELD DATA REQUIREMENTS
FOR
REINFORCED CONCRETE BOX CULVERT
25 JULY 1958
DWG. NO. S-272

THIS DRAWING SUPERSEDES DWG. S-245 DATED 10 AUG. 1956

114

Salem, Oregon
April 18, 1975

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

Alfred Shirley
Region 3 Engineer

Pleasant Hill & Rattlesnake
Road Sections
Willamette Highway
Lane County

This project includes the extension of a concrete box culvert at Rattlesnake Creek. Since the quantity of excavation is less than 50 cubic yards it is not necessary that we have a Division of State Lands Removal/Fill Permit. The Wildlife Commission did review the preliminary plans but thought they would have a chance to comment further during the removal/fill permit process review. This never happened and the job is now advertised for bids.

Recent conversation with Wildlife Commission representatives indicate they are particularly concerned with any visible turbidity during our construction. A stream below our area of construction is a popular fishing spot and any visible turbidity that gets this far will undoubtedly cause many complaints. They were concerned that if turbidity cannot be held down that no work be done on weekends or holidays from May to September. They would also like to have the instream work completed by September.

Since the job is advertised and it is too late to get these restrictions in the specifications they must be handled during construction.

If there are any questions or if we can be of assistance, please call.

DLT:jh

RECEIVED
APR 18 1975
ROAD
DESIGN
SECTION

_____ Versteeg
_____ A. Olson
1 Terpin
_____ Scott
2 Swenson
_____ R. Olson
_____ Trout

Requires Reply
Requires Approval
Receiver Keep
Do not [illegible]
Return [illegible]
Bring Up
Other

171

18

1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

cc's sent 3-24-75:

E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Alfred Shirley (2)

March 20, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

RE: Pleasant Hill and Rattlesnake Road Sections
Willamette Highway
Lane County

The Wildlife Commission staff has completed review of the above named projects and concurs with the March 18 letter of the Fish Commission of Oregon.

This agency will make comments through the Division of State Lands fill-removal permit process to accommodate fish passage and maintenance of water quality.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Chris Christianson

JL:lo

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

March 18, 1975

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Hal:

PLEASANT HILL AND RATTLESNAKE ROAD
SECTIONS, WILLAMETTE HIGHWAY, LANE COUNTY

Rattlesnake Creek supports substantial runs of resident trout and has potential for anadromous fish populations in upper areas.

Consequently, we require that the culvert extensions not impede fish passage and that oils and chemical wastes act as curing water not be allowed to enter the stream.

The opportunity to review this proposal is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc's sent 3-19-75:

E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Alfred Shirley (2)

/ Versteeg ✓
A. [illegible]
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
[illegible]
ROAD
DESIGN
SECTION

8195 Gov. Camp Rock Production 1975
Proj. located E of Gov. Camp
on Mt. Hood Highway

8195

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 702
The Dalles, OR 97058

Attention: Betty K. Broer

Re: C.H. Stinson Co.
Contract 8195

Our contract 8195 with C.H. Stinson Inc. has been finaled. Please release the funds from the certificate of deposit you hold in lieu of retainage to the contractor.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: C.H, Stinson Inc.

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8195

15

August 27, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 20, 1976, we wrote to you concerning release of final payment on Contract No. 8195 awarded to C. H. Stinson, Inc. for work on the Government Camp Rock Production Project of the Mount Hood Highway in Clackamas County.

The total contract amount is $81,683.25. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: C. H. Stinson, Inc.
2610 West 2nd St.
P. O. Box 329
The Dalles, OR 97058

ED 0
8-27-76 (kr)

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1976

U.S. National Bank of Oregon
P.O. Box 702
The Dalles, Oregon 97058

Re: C.H. Stinson Co.
Contract 8195

Attention: Betty K. Broer

We received your safekeeping receipt 132717 covering time certificate 13-023334, $4,084.27. This replaces TCD No. 3 023332, $4,084.16.

Please correct your copy of the new safekeeping receipt to read "deposited in lieu of retainage on Oregon State Highway Division contract 8195". Receipt presently reads contract 80195.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

VES:JP/jm
Enc.

cc: C.H. Stinson Co.

bc: C.W. Head
R. Church
C. Barrett

132717

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

132717

Branch The Dalles No. 14

DATE 6-9-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • C. H. STinson, Inc. and
Oregon State Highway Division
Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

DEPOSITED BY C. H. STinson, Inc.

Negotiable Time Certificate no. 13-023334 in the amount of $4,084.27 payable to C.H. STinson, Inc., dated June 9, 1976, maturity dated of July 9, 1976 with interest at 5%. Endorsed by this firm. Deposited in lieu of retainage of Oregon State Highway division Contract no. ~~8195~~. 8195

Funds in this certificate of deposit to be released to C.H. Stinson, Inc. ONLY upon ;written notice to disburse from Oregon State Highway Division, Salem, Ore.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-609 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

June 9, 1976

Oregon State Highway Division
Finance Branch
Salem, Oregon 97310

Gentlemen

Enclosed is our Safekeeping Receipt No. 132717 dated June 9, 1976 for the account of C. H. Stinson, Inc. and Oregon State Highway Division, which is to replace Safekeeping Receipt No. 132714 that you now hold. Please return our old receipt to us. Thank you.

This is deposited in lieu of retainage on Contract #80195, Oregon State Highway Division.

Sincerely

Betty K. Broer

Betty K. Broer
General Loan Officer

NOTED

RECEIVED
JUN 11 1976
HIGHWAY ACCOUNTING

RECEIVED
JUN 11 1976
CONTRACT ACCOUNTING

8195

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 12, 1976

U.S. National Bank of Oregon
P.O. Box 702
The Dalles, Oregon 97058

Attention: Betty K. Broer

Re: C.H. Stinson, Inc.
Contract 8195

We received your safekeeping receipt No. 132714, covering TCD No. 3-023332, in the amount of $4,084.16. This replaces TCD No. 3-023329, (safekeeping receipt No. 132707) which has matured. There is no change in the amount deposited in lieu of retainage on Contract 8195.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

BY ____________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.
cc: C.H. Stinson, Inc.

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

132714

Branch The Dalles No. 14

DATE April 8, 1976

RECEIVED
APR 09 1976
CONTRACT ACCOUNTING

For The Account of C. H. STINSON, INC. AND
OREGON STATE HIGHWAY DIVISION
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ____

☐ CR. SVNG. Acc't ____

☐ Remit ____

DEPOSITED BY C.H.Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3 023332 in the face amount of $4,084.16 payable to C.H. Stinson, Inc., The Dalles, Oregon, 97058 dated April 8, 1976, and maturity date of June 7, 1976, with interest at 5%. Endorsed by this firm. Deposited in lieu of retainage on Oregon State Highway Division Contract # 80195

Funds in this Certificate of Deposit to be released to C.H.Stinson, Inc. ONLY upon written notice to disburse from Oregon State Highway Division; Salem, Oregon.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

13-263 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. BOX 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

April 8, 1976

Oregon State Highway Division
Finance Branch
Salem, Oregon 97310

Gentlemen

Enclosed is our Safekeeping Receipt No. 132714 dated April 8, 1976 for the account of C. H. Stinson, Inc. and Oregon State Highway Division, which is to replace the Safekeeping Receipt No. 132707 that you now hold. Please return our old receipt to us. Thank you. This is deposited in lieu of retainage on Contract #80195, Oregon State Highway Division.

Sincerely

Betty K. Broer

Betty K. Broer
General Loan Officer

NOTED
V. E. SKOOG

RECEIVED
APR 9 1976
HIGHWAY ACCOUNTING

8195

1859

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

December 10, 1975

U. S. National Bank
The Dalles Branch
PO Box 702
The Dalles, OR 97058

Attention: Betty K. Broer

Re: C. H. Stinson Inc.
Contract 8195

We received your safekeeping receipt 132707 covering TCD #3 023329, $4,084.16, to be used as a deposit in lieu of retainage on our contract 8195 with C. H. Stinson Inc. Please advise us if and when this certificate of deposit is renewed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: C. H. Stinson Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

132707

Branch The Dalles No. 14

DATE Dec. 9, 1975

For The Account of

- C. H. STINSON, INC. AND
OREGON STATE HIGHWAY DIVISION
Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY C.H.Stinson, Inc.

Negotiable Time Certificate of deposit No. 3 023329 in the face amount of $4,084.16 payable to C. H. Stinson, Inc., The Dalles, Oregon, 97058, dated Dec. 9, 1975, and maturity date of April 8, 1976, with interest at 5.50%. Endorsed by this firm. Deposited in lieu of retainage on Oregon State Highway Division Contract # 80195.

Funds in this Certificate of Deposit to be released to C. H. Stinson, Inc. ONLY upon written notice to disburse from Oregon State Highway Division; Salem, Oregone.

8195

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Betty K. Brook

13-265 7/72

Customer Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

December 9, 1975

Oregon State Highway Division
Finance Branch
Salem, Oregon 97310

Gentlemen

Enclosed is our Safekeeping Receipt for Negotiable Time Certificate of Deposit deposited with us in lieu of retainage on your contract #80195 by C. H. Stinson, Inc.

Sincerely

Betty K. Broer

Betty K. Broer
General Loan Officer

enc receipt #132707

RECEIVED
DEC 10 1975
CONTRACT ACCOUNTING

81.9

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Government Camp Rock Production Project	WEEK ENDING: October 11, 1975
		SECTION PREFIX: 3-8312
	HIGHWAY: Mt. Hood	COUNTY: Clackamas
NAME OF JOB: Government Camp Rock Production Proj.	KIND OF WORK: Rock Production	
CONTRACTOR: C.H. Stinson, Inc.	CONTRACT NUMBER: 8195	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: May 22, 1975	DATE WORK STARTED: June 11, 1975	ESTIMATED COMPLETION DATE: (a) July 15, 1975 (b) August 31, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 96,180.00	SPECIFIED COMPLETION DATE: August 31, 1975	PERCENT OF TIME ELAPSED: 105
EXCLUSIVE OF ENGINEERING: $ 87,780.00	ENGINEERING AUTHORIZATION: $ 8,400.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,780.00	ENGINEERING COST TO DATE: $ 6,100.87	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 73 %	DATE PROJECT WAS COMPLETED: Sept. 5, 1975

Estimated date of semi-final October 17, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			20,000		
TOTAL QUANTITIES CORRECTED TO DATE			19,567		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			19,567		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Cloudy			
MONDAY	6	"			
TUESDAY	7	Showers			
WEDNESDAY	8	Cloudy			
THURSDAY	9	Rain			
FRIDAY	3	Cloudy			
SATURDAY	4	"			

RECEIVED
OCT 15 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg
Howard
Walker

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity.
MONDAY 6	" "
TUESDAY 7	" "
WEDNESDAY 8	" "
THURSDAY 9	" "
FRIDAY 3	" "
SATURDAY 4	" "

REMARKS

No activity.

Next Week: Contractor plans to remove the overhanging overburden from East rim of excavation. This will complete project.

SIGNED

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8196 Canby (Elm & Grant Sts.) 1975
Sec. City Streets
(Grading and paving)

C/A 4876 2-6-74

SCA P

8116

OREGON STATE
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 120969

FORM A-150 (REV 1-73)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11/29/76	cc - 1666		303-1719-295 - $ 1,152.18

CODE: CANBYCY

- City of Canby
- Attn: Harold A. Wyman
- PO Box D
- Canby, OR 97013

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: SCA Project Elm and Grant Streets City of Canby			
City's Advance Deposit		$ 36,000.00	
Amount Previously Transferred		34,000.00	$ 2,000.00
City's costs per attached sheet		34,847.82	
Amount Previously Transferred		34,000.00	847.82
Adv. to Hwy. Amount Due City			$ 1,152.18
A			

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8146

Vern E. Skoog
Highway Finance

Attn: Dick Noeck
Chuck Barrett

November 10, 1976

F. F. Hildebrandt
Engineer Specialist

Transferring Funds

SCA
Canby
Elm and Grant Sts

Please transfer $5,337.03 from prefix 303-1719-295 and credit prefix 303-1471-295.

FFH:dp

CC-1666

☐ ENGR ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RFE ☐

8196

OREGON STATE HIGHWAY DEPARTMENT

Date November 8, 1976

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8196 Prefix 303-1719 Survey Prefix 303-1471

Street Elm and Grant

City Canby

Payments to Contractor (see attached voucher)	$ 47,274.95*
Engineering and Contingencies	7,235.84
Survey: Total $ 9,858.28 Prorated Share	5,337.03
TOTAL	$59,847.82
Agreed State Share	$25,000.00
Agreed City Share	$34,847.82
City Advance Deposit	$36,000.00
Amount Due City	$ 1,152.18

Reference: Outside Billing cc-1666

*Includes $7.62 interest.

** $\frac{\$9,858.28 \times \$29,510.79}{\$54,510.79} = \$5,326.12$

819.6

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Canby
P. O. Box D
Canby, Oregon 97013

Attention of
Harold A. Wyman
City Administrator

Request No. (assigned by staff engineer or head of division) cc-1666

Date November 8, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: SCA Project
Elm and Grant Streets
City of Canby

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$36,000.00	
		Amount Previously Transferred	34,000.00	
				$2,000.00
		City Costs per attached sheet	$34,847.82	
		Amount Previously Transferred	34,000.00	
		Amount Due City		- 847.82
				$1,152.18

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $36,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $34,000.00

Give the number of the last previous request in connection with this same service. cc-1659

Credit distribution:

303-1471-295	$5,337.03
303-1719-295	$29,510.79

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Canby
P.O. Box D
Canby, OR 97013

Attention of
Mr. Harold A. Wyman
City Administrator

Request No. (assigned by staff engineer or head of division) cc 1659

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Engineering

Advance Deposit $36,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of Elm and Grant Street, S.C.A. Project Covered by agreement dated 1/22/74		34,000.00
		To be retained		$ 2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 36,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1719-295

Submitted by:
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G.N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division [illegible]

FISCAL YEAR
76-77

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

ARRANT NUMBER
6564

		VOUCHER DATE	TOTAL AMOUNT
Incom Construction 3680 Brooklake Rd. N. Salem, OR 97305		8/17/76	$ 3,816.96
Cont. #8196	Est. #9F	Principal	$ 3,809.34
		Interest	7.62
dk			

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

Form 81-734-1066

Date August 16, 1976

Invoice No.

~~P.O.~~ No. Contract 8196

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Incom Construction
3680 Brooklake Road North
Salem, Oregon 97305

This

Principal	$3,809.34

Interest from 8-14-76 to 8-19-76 inclusive

6 days @ $1.2698 per day = $7.62

R J Hacek

Richard J. Hacek
Accounting Systems Officer

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR 76-77

WARRANT NUMBER

C6

PAYEE
InCom ~~Icom~~ Construction
3680 Brooklake Rd. N.
Salem, OR 97305

VOUCHER DATE 8/9/76	TOTAL AMOUNT $ 3,809.34	
CONTRACT NO. 8196	ESTIMATE NO. 9F	
PERIOD COVERED: to 6/24/76		

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

APPROVED:
8-10-76
DC
DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

(~~DEPUTY~~ STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ✓ I G Scott certify that I am ✓ President

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

1976
CENTRAL ACCOUNTING

✓ I G Scott
(Signature)

FORM 81-734-1020

Cont. 8196
3rd Notif. Date
7-15-76

STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY CLACKAMAS	CONTRACT NO. 8196	ESTIMATE NO. 9	PREFIX NO'S
HIGHWAY CITY STREETS	FEDERAL AID PROJECT NO.		
SECTION CANBY (ELM & GRANT STS)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	9N TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.0
002	9N TEMPORARY SIGNS	SQ FT	10.0000	125.000	1250.00	1250.0
003	9N TEMPORARY BARRICADES	ONLY	125.0000	6.000	750.00	750.0
004	9N FLAGMEN	HOURS	16.0000	4.000	64.00	64.0
005	9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	4000.0000	100.000	4000.00	4000.0
006	9N GENERAL EXCAVATION	CU YDS	6.0000	432.760	2596.56	2596.5
007	9N TRENCH EXCAVATION	CU YDS	12.0000	38.610	463.32	463.3
008	9N FINISHING ROADBED AND SLOPES	LUMP SUM	1000.0000	100.000	1000.00	1000.0
009	9N 3/4-0 AGGREGATE BASE	CU YDS	15.0000	92.000	1380.00	1380.0
010	9N CLASS B OR CLASS C ASPH CONC 8 IN THICK	SQ YDS	10.0000	2,254.490	22544.90	22544.
011	9N 8 INCH SEWER PIPE	LIN FT	3.0000	226.000	678.00	678.0
012	9N CONCRETE INLETS TYPE CG-1PA 1	ONLY	300.0000	10.000	3000.00	3000.0
013	9N CONCRETE WALKS	SQ YDS	10.0000	292.100	2921.00	2921.
014	9N CONCRETE DRIVEWAYS	SQ YDS	12.0000	139.200	1670.40	1670.4
015	9N CONCRETE CURBS	CU YDS	100.0000	21.400	2140.00	2140.0
	PRICE AGREEMENT ITEMS					
30201	9N ADDIT SIDE FORMS FOR CONC WALKS	LIN FT	1.0000	278.600	278.60	278.6
	ADJUSTMENT ITEMS					
6001	9N LIQUIDATED DAMAGES	DAY	50.0000-	31.000	1550.00-	1550.0
6001A	9N LIQ DAM TIME EXT APPROVED7-26-76	DAY	50.0000	31.000	1550.00	
	FORCE ACCOUNT ITEMS					
301	9N REPAIR SOFT SPOTS				331.32	331.3
302	9N REMOVE TYPE C CONC CURB				199.23	199.2

TE 08 09 76 PG. 01 8196	TOTAL CONTRACT ITEMS	46736.78	45186.7
REVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	-	2,259.34
CHECKED BY:	FORCE ACCOUNT	530.55	530.5
ENGINEER OR AUDITOR	TOTAL PAYMENTS	47,267.33	43,457.99

STATE HIGHWAY DIVISION

T PAYMENT VOUCHER

COUNTY CLACKAMAS	CONTRACT NO. 8196	ESTIMATE NO. 9	PREFIX NO'S
HIGHWAY CITY STREETS	FEDERAL AID PROJECT NO.		
SECTION CANBY (ELM & GRANT STS)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUN
MPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
MPORARY SIGNS	SQ FT	10.0000	125.000	1250.00	1250.00	
MPORARY BARRICADES	ONLY	125.0000	6.000	750.00	750.00	
AGMEN	HOURS	16.0000	4.000	64.00	64.00	
OVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
NERAL EXCAVATION	CU YDS	6.0000	432.760	2596.56	2596.56	
NCH EXCAVATION	CU YDS	12.0000	38.610	463.32	463.32	
NISHING ROADBED AND SLOPES	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
4-0 AGGREGATE BASE	CU YDS	15.0000	92.000	1380.00	1380.00	
ASS B OR CLASS C ASPH CONC 8 IN THICK	SQ YDS	10.0000	2,254.490	22544.90	22544.90	
INCH SEWER PIPE	LIN FT	3.0000	226.000	678.00	678.00	
NCRETE INLETS TYPE CG-1PA 1	ONLY	300.0000	10.000	3000.00	3000.00	
NCRETE WALKS	SQ YDS	10.0000	292.100	2921.00	2921.00	
NCRETE DRIVEWAYS	SQ YDS	12.0000	139.200	1670.40	1670.40	
NCRETE CURBS	CU YDS	100.0000	21.400	2140.00	2140.00	
PRICE AGREEMENT ITEMS						
DIT SIDE FORMS FOR CONC WALKS	LIN FT	1.0000	278.600	278.60	278.60	
ADJUSTMENT ITEMS						
QUIDATED DAMAGES	DAY	50.0000-	31.000	1550.00-	1550.00-	
Q DAM TIME EXT APPROVED7-26-76	DAY	50.0000	31.000	1550.00		1550.
FORCE ACCOUNT ITEMS						
PAIR SOFT SPOTS				331.32	331.32	
MOVE TYPE C CONC CURB				199.23	199.23	

76 PG. 01 8196	TOTAL CONTRACT ITEMS	46736.78	45186.78	1550.00
NO.	% RETAINED ON CONTRACT ITEMS	-	2,259.34	2,259.34
	FORCE ACCOUNT	530.55	530.55	
OR	TOTAL PAYMENTS	47,267.33	43,457.99	3,809.34

10-1

```
WW X-TAG PRODUCTION FUND-PUC        099  1799  283  00                                                            49,247.07
                                    099  1799  283  00                                                            [illegible]
                                                  ** JOB TOTALS **        **                  **                49,2[illegible].31  **
ELM & GRANT STRS(CANBY)             303  1719  201  00                                     4,1[illegible].67      47,[illegible].73
                                    303  1719  2[illegible]3  00                                     [illegible]CR         1,[illegible]CR
                                    303  1719  283  00 R                                   1,[illegible].00       1,[illegible].00
                                    303  1719  2[illegible]4  00                                     2,[illegible].17
                                    303  1719  2[illegible]  00                                       7.42                7.42
                                    303  1719  2[illegible]5  00          34,0[illegible].00         34,[illegible]        34,[illegible]
                                    303  1719  [illegible]  00          34,[illegible]CR         3[illegible]CR         3[illegible]CR
                                    303  1719  [illegible]  00                                     2[illegible].45         7,[illegible]
                                    303  1719  900  01                                                          1[illegible]
                                                  ** JOB TOTALS **        **             8,0[illegible].90  **    54,510.79  **
SW SECOND AVE-ESTACADA              303  1720  282  00                                     2[illegible].00        2[illegible]
                                                  ** JOB TOTALS **        **             2[illegible]  **         2[illegible]  **
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TOTAL TO DATE JOB COST SUMMARY
                                                                    OCTOBER 1976          PAGE 1[illegible]4
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION  GR  CURRENT MONTH      FISCAL          GRAND TOTAL
  S[illegible] (SE SECOND STREET)                                                    YEAR TO DATE       TO DATE
                                    30[illegible]  1712  [illegible]  00                                                17,[illegible]
                                    30[illegible]  1712  [illegible]  00                                                [illegible]
                                    30[illegible]  1712  2[illegible]5  00                                                2,[illegible]
                                    30[illegible]  1712  [illegible]  00                                                [illegible]CR
                                    30[illegible]  1712  [illegible]  00                                                [illegible]
                                                  ** JOB TOTALS **        **                  **            20,0[illegible].68  **
F12 ST SECT POWERS CITY ST          306  1724  201  00     11,[illegible]          12,1[illegible]         12,1[illegible]
                                    306  1724  2[illegible]3  00     1,1[illegible]CR         1,1[illegible]CR         1,1[illegible]CR
                                    306  1724  [illegible]  00     [illegible]CR           [illegible]CR           [illegible]CR
                                    306  1724  [illegible]  00     1,5[illegible].27         1,7[illegible]          1,79[illegible]
                                    306  1724  900  00 &                      4.[illegible]5              4.[illegible]5
                                                  ** JOB TOTALS **     11,273.21  **   12,[illegible]  **      12,[illegible]  **
2ND ST-SOUT R/R BLVD                309  1704  207  00                                                6,507.49
                                    309  1704  [illegible]  00                                                [illegible]CR
                                                  ** JOB TOTALS **        **                  **             6,4[illegible].69  **
ANYONVILLE SW FIFTH STREET          310  1740  201  00                                               19,6[illegible].40
                                    310  1740  2[illegible]5  00 R                                                 23.69
                                    310  1740  9[illegible]0  00                                                2,037.86
                                    310  1740  9[illegible]0  00 -                                                  8.25
                                                  ** JOB TOTALS **        **                  **            21,732.20  **
MT VERNON, JOHN DAY, PRAIRIE        312  1712  2[illegible]2  01                                               37,[illegible].00
                                    312  1712  2[illegible]2  02                                               43,600.00
                                    312  1712  202  03                                               28,600.00
                                    312  1712  2[illegible]  00                                               35,[illegible]3.68CR
                                    312  1712  2[illegible]9  00                                               35,[illegible]
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	[illegible]	1470	[illegible]	00				[illegible].73
	303	1470	91[illegible]	00				1.10
	303	1470	950	00				[illegible]
			** JOB TOTALS **			.06 **	1.23 **	3,[illegible].93
CANBY (GRANT ST & ELM ST)	303	1471	901	00	Eng-	5.73	2,[illegible].53	5,[illegible].31
	303	1471	905	00	Final Design	1.91	3,0[illegible]	3,0[illegible]
	[illegible]	1471	[illegible]	00	Bridge Design	.01		
	303	1471	[illegible]	00	R/W		[illegible]	[illegible]
	303	1471	910	00	Soils,		[illegible]	[illegible]
	303	1471	914	00	Utility	.[illegible]	1.[illegible]	1.[illegible]
	303	1471	[illegible]	00	Prog + Plan.	[illegible]	[illegible]	[illegible]
	303	1471	921	00	Specs.	1.[illegible]	[illegible]	[illegible]
			** JOB TOTALS **			10.[illegible] **	5,[illegible].31 **	9,[illegible]
VEY BRIDGE(CITY LAKE OSWEGO	303	1490	906	00		1,4[illegible]	3,1[illegible]	3,1[illegible]
	303	1490	918	00		9.[illegible]	[illegible].51	[illegible]
			** JOB TOTALS **			1,4[illegible] **	3,[illegible].45 **	3,[illegible]
NNON BEACH CITY STREET	304	1409	2[illegible]	00			743.22	[illegible]
	304	1409	2[illegible]	00			743.22CR	[illegible]
	304	1409	901	00				2,[illegible]
	304	1409	905	00			3.10	[illegible]
	304	1409	910	00				1,[illegible]
	304	1409	914	00			1.75	[illegible]
	304	1409	920	00				21.77
	304	1409	921	00			171.41	[illegible]
	304	1409	924	00				[illegible]
			** JOB TOTALS **			**	176.25 **	5,[illegible].70
LATSKANIE (NEHALEM ST)	305	1409	2[illegible]	00				[illegible]
	[illegible]	1409	2[illegible]	00				[illegible]
	[illegible]	1409	901	00				1,[illegible]
	[illegible]	1409	905	00				[illegible]
	[illegible]	1409	910	00				142.03
	[illegible]	1409	918	01				.13
	[illegible]	1409	920	00				10.49
	305	1409	921	00				162.3[illegible]
			** JOB TOTALS **			**	**	2,117.92
CAPPOOSE (NE&SE 2ND STS)	305	1415	901	00		6.12	2,201.00	2,201.00
	[illegible]	1415	905	00		3[illegible]	3[illegible].05	3[illegible].05
	[illegible]	1415	[illegible]	00 &		38.10	38.10	38.10
	305	1415	914	00		44.06	44.06	44.06

8196

p

August 13, 1976

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On August 9, 1976, we wrote to you concerning release of final payment on Contract No. 8196 awarded to InCom Construction Co. for work on Elm and Grant Streets in Canby in Clackamas County.

Final payment on this contract is $3,809.34 and the total contract amount is $47,267.33 including $530.55 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc InCom Construction Co.
3680 Brooklake Rd. N.E.
Salem, OR 97305

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8196

13

July 26, 1976

InCom Construction Company
3680 Brooklake Road N.E.
P. O. Box 9130   Brooks Station
Salem, Oregon 97305

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8196 for work on Elm and Grant Streets in Canby, Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 31 days is granted because of schedule interruption from stop work orders in conjunction with the railroad work on this project and because of contract quantity overruns and added orders.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

JAB:fr   js

bc:
H. S. Coulter
C. T. Keasey
E. L. Hardt
Richard Hacek
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 22, 1976

FILE: CON 5 #8196

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Canby (Elm & Grant Streets)
Contract No. 8196
Request for Time Extension

InCom Construction Company requests a complete time extension of 31 days because our first stop work order was allegedly lifted too soon and because of the railroad's involvement in the work scheduling. Bid opening for this project was delayed a couple months and probably should have been delayed longer the way it worked out. Some pertinent dates are:

Bids opened	May 15 (3 bidders)	contract amount is $42,674.
Contract sent	June 5	
Day count start	June 17 (100 days allowed)	
Stop work order effective		June 17 to Aug. 18
Work started	September 8	
Job 50% done	January 1, 1976	
Stop work orders		Mar. 11, 1976 to Apr. 5, 1976 Apr. 14, 1976 to June 24, 1976
Work completed	June 24, 1976	31 days liquidated damages at $50 per day.

The first stop work order was issued because we did not have an agreement with the railroad which was involved in this project. They had both signal and crossing work to perform with their own forces. The second stop work order in March of this year was while the railroad was waiting for materials to rebuild the Elm Street crossing. The last stop work order was related to some corrective paving work which had to be agreed upon and then waited for suitable weather to do it.

In reviewing the record of the progress of the project, I agree we are in a poor position to assess any time liquidated damages. A relatively small contract with 100 days allowed actually took over a year to perform. The actual closure time for vehicle traffic at the railroad crossings was held to a minimum, so the contractor had to coordinate his work adjacent with the railroad work. I note that there was an 8.9 percent overrun of the contract items, plus a couple smaller extra work orders. This in itself would justify several days time extension. The impact of the early delay which occurred during good

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Sign
Act
File

summer construction time would also justify additional days. We are not aware of any claims from the contractor because of these delays or for any other reason.

We concur in recommending the 31 day extension. This is a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

E 329 (Rev) 2M 3-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 7, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 100 days to 131 days, within which to complete our Contract No. 8196, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See ATTACHMENT "A"

OREGON STATE HIGHWAY DIV.
RECEIVED
☐ RE JUL 8 1976 ☐ INSP.
☐ ASST. ☐ OM

Respectfully submitted,

InCom Construction Co.
Contractor

By F. G. Scott
F. G. Scott, President

CONSENT OF SURETY

Date July 7, 1976

We, United States Fidelity and Guaranty Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. C. SADOLSKY
Attorney-in-fact

(SEAL)

Resident Agent

InCom Construction Co.
GENERAL CONTRACTORS
3680 BROOKLAKE ROAD, N.E.
P. O. BOX 9130 BROOKS STATION
SALEM, OREGON 97305
Salem Phone 393-1906 Portland Phone 225-0337

Oregon State Highway Commission
Contract No. 8196

July 7, 1976

ATTACHMENT "A"

The stop work order effective June 17, 1975 was recinded prematurely on August 18, 1975. At this time, the Highway Department did not have the necessary paper work completed with the Railroad and we were not able to start work until September 8, 1975. Accordingly, these 21 days should not have been charged against us.

Our contract called for us to coordinate and cooperate with the Railroad so the paving and crossing work could be accomplished simultaniously. It was impossible for us to do this and complete the contract on time as the Railroad had not completed the crossing work until April 1976 when our completion date was November 24, 1975.

We did our utmost to cooperate with the Highway Department and Railroad under a most difficult situation and it is our belief that it would be extremely unfair to assess us any liquidated damages under the construction time table established by the Railroad.

Sincerely,

F.G. Scott
President

OREGON STATE HIGHWAY DIV
RECEIVED
☐ RE
☐ INSP.
☐ ASST.
☐ OM

FGS:jw

COPY OF RESOLUTION

That Whereas, it is necessary for the effectual transaction of business that this Company appoint agents and attorneys with power and authority to act for it and in its name in States other than Maryland, and in the Territories of the United States and in the Provinces of the Dominion of Canada and in the Colony of Newfoundland.

Therefore, be it Resolved, that this Company do, and it hereby does, authorize and empower its President or either of its Vice-Presidents in conjunction with its Secretary or one of its Assistant Secretaries, under its corporate seal, to appoint any person or persons as attorney or attorneys-in-fact, or agent or agents of said Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing the fidelity of persons holding positions of public or private trust, guaranteeing the performances of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed, and

Also, in its name and as its attorney or attorneys-in-fact, or agent or agents to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of either of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States or of the Provinces of the Dominion of Canada or of the Colony of Newfoundland, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local, municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation, or undertaking, or anything in the nature of either of the same.

I, J. A. Witzen, an Assistant Secretary of the UNITED STATES FIDELITY AND GUARANTY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney given by said Company to

A. G. Sadowski

of Salem, Oregon, authorizing and empowering him to sign bonds as therein set forth, which power of attorney has never been revoked and is still in full force and effect.

And I do further certify that said Power of Attorney was given in pursuance of a resolution adopted at a regular meeting of the Board of Directors of said Company, duly called and held at the office of the Company in the City of Baltimore, on the 11th day of July, 1910, at which meeting a quorum of the Board of Directors was present, and that the foregoing is a true and correct copy of said resolution, and the whole thereof as recorded in the minutes of said meeting.

In Testimony Whereof, I have hereunto set my hand and the seal of the UNITED STATES FIDELITY AND GUARANTY COMPANY on

(Date)

7/7/76

J. A. Witzen

Assistant Secretary.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8196 Contractor InCom Construction Co.

Highway City Streets

Section Canby(Elm and Grant Streets)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ XXXXXX or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 31 day time extension of contract time due to schedule interruption by stop work orders and due to quantity overruns.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

EG Hunter
Deputy State Highway Engineer

Contract No. 8196

Project designation State
State-Federal

Date awarded May 30, 1975

Work started September 8, 1975

Per cent completed 100
Date

No. of Workdays Allowed 100

No. of Workdays Used 131

No. of Added Workdays Requested 31

State Printing 27029

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Canby (Elm & Grant Sts.)	WEEK ENDING July 3, 1976
		SECTION PREFIX 303-1719
	HIGHWAY City Streets	COUNTY Clackamas
NAME OF JOB Canby (Elm and Grant Streets)	KIND OF WORK Grading, Paving	
CONTRACTOR InCom Construction Inc.	CONTRACT NUMBER 8196	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 30, 1975	DATE WORK STARTED September 8, 1975	ESTIMATED COMPLETION DATE June 30, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 131
PROJECT AUTHORIZATION: $ 43,674.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 131
EXCLUSIVE OF ENGINEERING: $ 37,806.60	ENGINEERING AUTHORIZATION $ 4,876.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 37,806.60	ENGINEERING COST TO DATE $ 6,074.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 125 %	DATE PROJECT WAS COMPLETED: 6/24/76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			0.1
MILES PARTIALLY COMPLETED	0.1	0.1			0.1
MILES COMPLETED	0.1	0.1			0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	410 cy	30 cy			1950 sq. yds.
TOTAL QUANTITIES CORRECTED TO DATE	421.6 cy	91.8 cy			2254 sq. yds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	421.6 cy	91.8 cy			2254 sq. yds.
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Expired	Expired			Expired
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Clear Hot			
MONDAY 28	Clear Hot			
TUESDAY 29	Cldy Cool			
WEDNESDAY 30	Cldy Cool, Rain			
THURSDAY 1	Ptly Cldy, Cool			
FRIDAY 2	Clear Warm			
SATURDAY 3				

Routing
Keasey K RECEIVED Richards
Bond Glenn
Jackmond JUL 6 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No Activity
MONDAY 28	Final inspection made today by Mr. [illegible] and [illegible]. Messrs. [illegible] and Ferguson of the City were in attendance.
TUESDAY 29	No Activity
WEDNESDAY 30	No Activity
THURSDAY 1	Semi Final estimate taken to region today.
FRIDAY 2	No Activity
SATURDAY 3	No Activity

REMARKS

The contract work has been completed and the Semi Final Estimate submitted. The only unfinished business, to my knowledge, is a request for time extension which the contractor plans to file. This will be the last report on the project.

SIGNED Loran A. Weber

LOCATION Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

THE CITY OF Canby
INCORPORATED 1893
GARDEN SPOT OF THE WILLAMETTE VALLEY
POSTOFFICE BOX 930
CANBY, OREGON 97013

June [illegible], 1976

Oregon State Highway Division
P.O. Box [illegible]
Salem, Oregon [illegible]

Attention: Loren [illegible]

Reference: Grant and [illegible] Streets
Contract No. [illegible]

Dear Mr. [illegible]:

In response to the request of Gerald Timer and yourself during our meeting of June [illegible], 1976, the City of Canby [illegible] with the acceptance of the above referenced project by the Oregon State Highway Division.

Also, as part of the acceptance by the Highway [illegible] the City of Canby, and as per your request, the City will install "No Parking" and "Right Turn Only" signs on Grant and [illegible] Streets on both sides of the street and will fill in the area approximately three foot [illegible] street [illegible] contingent [illegible] approval of Southern Pacific Railroad.

This letter then releases the Oregon State Highway Division from obligation of maintenance in relation to the part of Grant and [illegible] Streets for [illegible] received.

Sincerely,

[illegible]
Public Works Director

[illegible]

cc: [illegible], City Administrator

RECEIVED
COUNTY & CITY SECTION
JUL 13 1976
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIV.
RECEIVED
JUL 6 1976
☐ RE ☐ INSP.
☐ ASST. ☑ OM

RECEIVED
JUL 1[illegible]
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☐ ☐ ☐ ☐ ☐

#912

FORM 81-734-3030

624-1089
303-1719
124-1009

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 24, 1975

FILE:

H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Railroad Encroachment
Inspection
Southern Pacific Transportatic
Company
Region 2 Response

Your letter of December 15, 1975, was circulated to the field with instructions to advise the Region Office of any problems which the attachment from the Southern Pacific Transportation Company would create. All of the Resident Engineers in Region 2 have responded with the following results.

E. J. Hall, Project Engineer on the Woodburn Interchange - Hayesville Interchange Section, anticipates that he has approximately 5 days work remaining to be done on or over the railroad right-of-way. He also anticipates that if a railroad inspector is not available, we might expect some sort of a claim from the contractor. A copy of his report to this office, is attached.

Loren Weber, Resident Engineer on the Canby (Elm St. & Grant St.) project, indicates that he may have a problem with his contractor if the railroad inspector is not available when the contractor arrives at the point that work on the railroad right-of-way is necessary. A copy of his report to this office is attached.

C. V. Lehman, Resident Engineer assigned to the Deer Park Dr. SE - Mehama Section, anticipates having to construct some guardrail flares and guardrail to protect crossing signals at the Southern Pacific Transportation Company's grade crossing at the North Santiam Highway. This may or may not create a problem due to the lack of a Southern Pacific Inspector.

Warren Mueller, Resident Engineer on the Chehalem Creek Bridge, anticipates a possible conflict when construction resumes in the spring.

The other Resident Engineers in Region 2, anticipate no problems due to the lack of railroad inspectors.

RECEIVED
DEC 29 1975 K
Office of
Assistant State Highway Engineer

COF/elf
cc: H. S. Coulter ✓

FORM 81-7.14 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
December 23, 1975

FILE: 624-1089

E J Hall

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
Railroad Inspection, Southern
Pacific Transportation Company

Reference is made to C. T. Keaseys letter of December 15, 1975, pertaining to said subject.

We estimate that Gordon H. Ball, Inc. and their bridge sub-contractor, D. M. Drake Company, have approximately 5 days work remaining to be done on or over railroad right-of-way, all of which will require a railroad inspector.

As of this date we have not been able to get a firm date as to when the contractor plans on completing his work on railroad R/W. In view of the attached two letters from Mr. J. W. Ferguson, Railroads Division Engineer, the contractor will now have to schedule their work according to the availability of railroad inspectors.

This brings up a possibility of a claim from the contractor for delaying the completion of his work on the railroad structure. The contractor has had ample time to complete work on the railroad right-of-way, but has chosen to work elsewhere. Several times the contractor has scheduled work on railroad R/W but did not perform any work and left the railroad inspector standing by without notification of cancelling the work. In view of the contractors past actions with the railroad as regards inspection, I feel he has no basis for a claim if he is now delayed, and I propose to resist any claim.

REGION 2 ENGINEER
RECEIVED
DEC 23 1975
☐ RE ☐ RCE ☐ HME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

124-1009

FORM F-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 18, 1975

TO Dave Haug

REGION 2 ENGINEER
RECEIVED
DEC 22 1975
D
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

FROM C.V. Lehman
RESIDENT ENGINEER

SUBJECT Railroad Encroachment Inspection
Southern Pacific Transportation Company

This crew has no active contracts which would be affected by availability of Southern Pacific railroad inspectors.

Deer Park Dr. S.E. - Kelama Section, prefix 124-1009, has not yet been awarded but will involve constructing flares and installing guard rail to protect signals at Southern Pacific's grade crossing of North Santiam Highway, M.P. 8.77. Scheduling this construction according to availability of the railroad inspector should not be a big problem for the contractor.

Two railroad crossing signalization projects also have been assigned to this crew for monitoring, but all work is to be performed by railroad forces and no contractor is involved.

LPD:CVL:mlw

OREGON STA
INTER-OFFI
December
Salem, Oregon
SUBJECT: Can
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Form 81 734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
December 18, 1975
Salem, Oregon 97310

FILE: CON 5
303-1719

FROM: Walter Bartel
For- Loren Weber, Resident Engineer

TO: Dave Haug
Region Office Engineer

SUBJECT: Canby (Elm St. and Grant St.)
Contract No. 8196

Railroad Encroachment Inspection

We still have several days work to be done on Elm Street in Canby. The grading and paving have not been started though the curb work is presently under way.

We had approached the contractor earlier with the proposal to halt the job over until next spring when we would have a better chance with the weather. His reply was to do so would necessitate a cost increase of $2134.00. The city was not prepared to absorb this much cost.

We are now working on the basis of getting all the work we can done before closing the street.

Upon receipt of a favorable weather forcast, we plan to do the grading and paving in as short a time as possible, hopefully in 2 or 3 days though this time of the year we have no guarantees that we will be able to move this quickly.

Assuming that we have to schedule a railroad inspector some time in advance, it appears as though we will be forced to hold the grading over until next year and probably have to pay some extra cost to the contractor.

LAW/wgb

cc: File

REGION 2 ENGINEER
RECEIVED
DEC 22 1975
[✓ ☐ RE] [✓ ☐ RCE] [✓ ☐ RME] ☐ RTE [✓ ☐ ROE]
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. DADERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 69599

December 16, 1975

Mr. Ed Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street
Salem, Oregon 97310

Dear Sir:

Referring to Woodburn Interchange-Hayesville Interchange Section Pacific Highway (I-5) Contract No. 7866 and the Chemawa Overhead Crossing.

We have received the original endorsement extending contractor's railroad protective liability policy number 113606 to January 1, 1976.

We were advised December 11 by the contractor that they only had two days work remaining on this project in connection with the railroad. They wished to commence their work on December 12 and needed a inspector for that day. We advised them we would furnish an inspector for December 12 and 15, considering they would have all work finished on our right of way. Our Inspector, Mr. Holeman, has informed us, date, that the overhead, which is sublet to D. M. Drake by G. H. Ball, still is not completed, lacking finish work. Also, G. H. Ball has not completed the riprap under the structure and apparently there is clean up work on the right of way.

It is our understanding that this work is not anticipated to be completed until some time this spring. Therefore, the contractor should be informed to extend the above mentioned policy until work has been completed according to the agreement and specifications.

Yours truly,

cc: Mr. J. E. Chidsey, P.E.
Railroad U Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
DEC 19 1975
OFFICE OF RESIDENT ENGINEER
E J HALL
RE ASST ASST OE FILE TA

Southern Pacific Transportation Company
Room 251 N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

[illegible]
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

December 4, 1975

IN REPLY PLEASE REFER TO
GMO 69599

REFER TO
Carnahan
BY ASST. STATE HWY. ENGR.
Pls discuss

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Due to economic conditions, it was necessary in May of this year, to abolish our permanent inspector positions on our Oregon Division.

In order to cover the various highway projects, we asked Management for authority for temporary engineer inspectors, on the basis that their salaries and expenses would be completely recollectible on the projects which were in progress at that time, with the understanding that when these projects were completed or shut down for the Winter, these positions would be abolished. As of this date, we have only two projects which are currently in progress, that being the reconstruction of the overhead at Green and the Cook-Tualatin structures on I-5. We have, therefore, abolished two temporary inspectors, one due to the Mapleton project being shut down for the Winter and the Chemawa Overhead on I-5 reaching the near completion stage.

When our two remaining inspectors are both employed full time on the Green and Cook projects, we will not have anyone available for the remaining work at Chemawa or the crossing work at Canby on Grant and Elm Streets. We do not feel we can maintain an inspector position for the one or two days a week or less which the two contractors on these two projects require. Therefore, they will have to do their work on our right of way at our convenience. The work at Chemawa could have been completed during the last construction season, but the contractor did not see fit to do so. As to the projects at Canby, we asked that they be deferred until next Spring, when our material and labor would be available and we could work jointly and do a proper job together on these two crossings instead of piece meal as is being done.

Due to the scheduling of the work on the Green and Cook projects, neither of the inspectors for these projects are needed for several weeks and are, therefore, being carried on our payroll. If this continues to be the case for too long, we will, no doubt, have to reevaluate these positions also. This will confirm conversation with Mr. R. L. Johnston of our Engineering Department concerning this matter.

xc: [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Yours truly,

RECEIVED
DEC 11 1975
Asst. State Highway Engineer

cl/ka

R

COST ANALYSIS
JOBS BID MAY 15, 1975

JOB	%	REMARKS
Canby (Elm & Grant Sts.) City Streets, Canby	+10.95%	Three items, Temporary Protection and Direction of Traffic, Removal of Structures & Obstructions, and Class "B" - "C" Asphaltic concrete in relation to bidders were low. The estimate does not reflect inclusion of sufficient mobilization and feel no benefit would result in readvertising.
W. Illinois St. at N. Main St. (Newberg)	+46.01%	This job was not adjusted sufficiently from the original early 1974 prices and does not appear to have adequate mobilization included in the items. Temp. Protect, Excavation, Aggregates, and Asphalt were the main overrun items. The two bidders being so close would indicate that the estimate was low. The size project does not invite many bidders and probably no advantage would result in readvertising.

C. E. Layton
Cost Estimator

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
C. T. Keasey
J. H. Versteeg
D. E. Swan
John Bond
Virgil Boyd
E. L. Johnsen
Cost Analysis

NOTEL
F. B. KLABO

CANBY (ELM & GRANT STS.) SEC. CITY STREETS CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OREGON

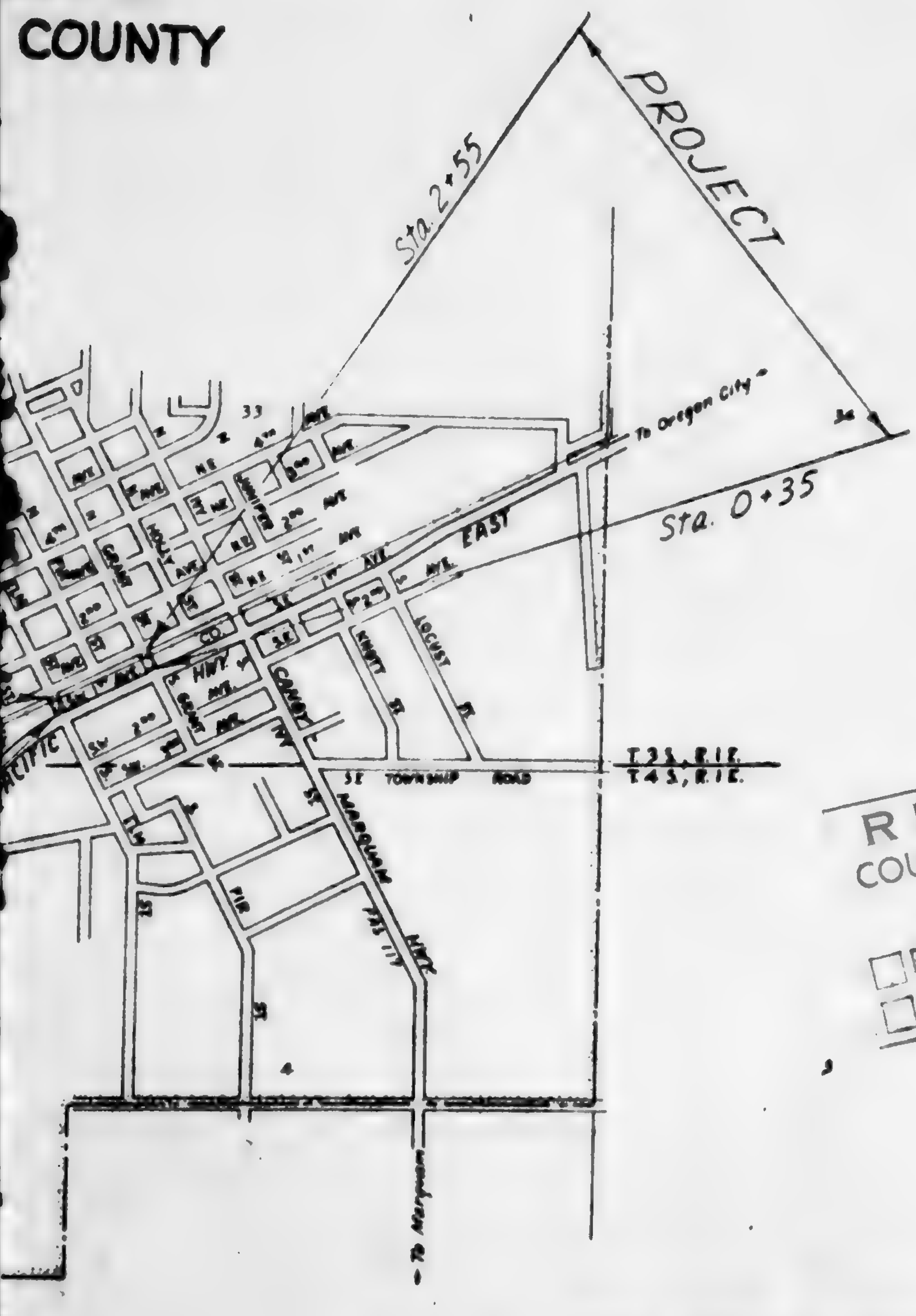
AY DIVISION

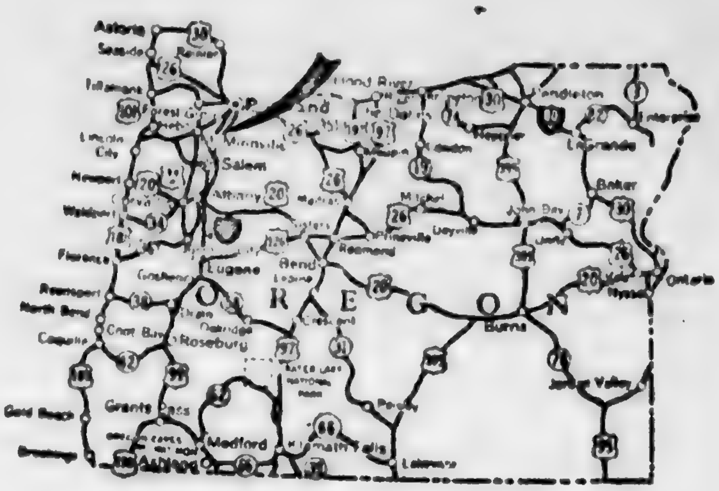
SED PROJECT

RANT STS.) SEC.

REETS

COUNTY





PRELIMINARY COPY
NOV 19 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

RECEIVED
COUNTY & CITY SECTION
1974
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Fred B. Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

A E Johnson — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Carl O. Fisher	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Robert E. Veatch	COMMISSIONER
Anthony R. Yturri	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER ____ DATE ____

Map
1000 Feet

12-5-74

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

STATE OF OR

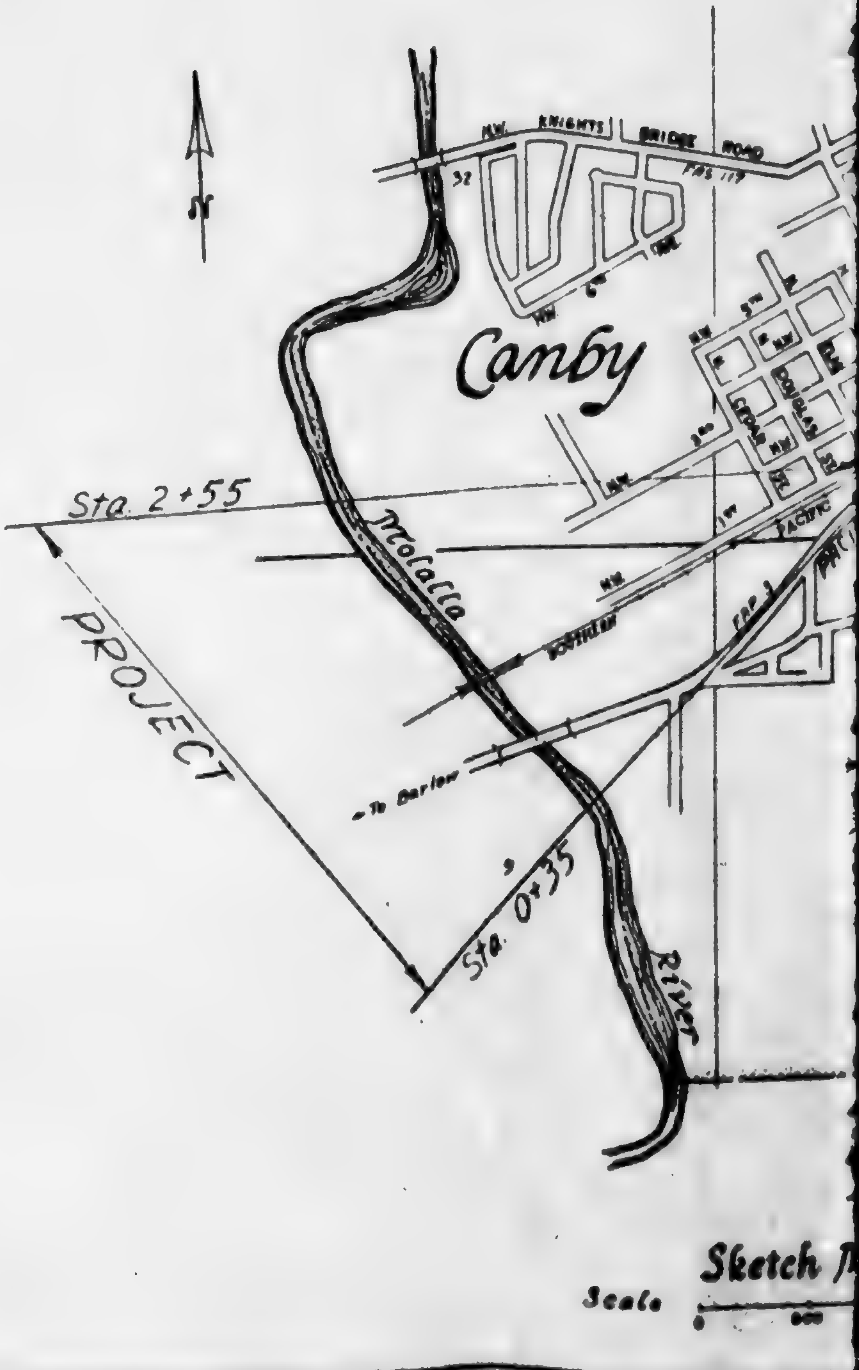
STATE HIGHWAY

PLANS FOR PROPOSE

CANBY (ELM & GRA

CITY STRE

CLACKAMAS CO



Sketch M

Scale

APPROVED BY CANBY CITY COUNCIL 12-2-74

APPROVED
CITY OF
BY MAYOR
BY RECORDER
DATE December 5, 1974

SCA

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 7, 1974

TO: Memorandum to Files

SUBJECT: Disposal Site
1974 SCA Project
Elm and Grant Streets
City of Canby

James O. Butler

FROM: James O. Butler
Cities Engineer
County-City Unit

In the interest of economy and due to the type and quantity of excess material on the subject project, the proposed disposal site on S. W. Third Street will not be used. All excess material will become the property of the contractor, and will be removed from the project.

JOB:sr

cc: J. H. Versteeg
C. O. Fredrickson

XC: C.G. Swenson
Lyle Watson

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

9176

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
September, 9, 1974

FILE:

FROM: James E. Chaney
Regional Locating Engineer

TO: Frank E. Terpin
Final Design Engineer

SUBJECT: PUC Maps
Canby (Elm& Grant Streets) Sec.
City Street
ClackamasCounty

Returned herewith are the PUC Maps for Railroad Grade Crossings at Elm and Grant Streets in Canby.

Enclosed are the field notes for sighting points indicated on the maps. Arcs of sight and distances have been shown on the maps.

The easement width was checked with Mr. Richardson Canby City Recorder and width and location is shown on the Elm Street map. Also enclosed is a print of Street Easement Book 610, Page 807 City of Canby and a print of Southern Pacific Transportation Co. Signal Layout.

JEC/DWT/jm

Enclosures

cc: C. O. Fredrickson
file

REFERRED TO
——Cole—— ——[✓ Rand] LLK
——Brikson—— ——Sample——
——Hager—— ——Watson——
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER
[illegible]

JT

Salem, Oregon

August 20, 1974

E. L. Hardt, Region I Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

PUC Maps for Railroad Grade Crossings
Canby (Elm & Grant Streets) Section
City Street
Clackamas County

The following information is requested in order to complete the subject PUC maps:

1. Sighting distances for Points "A" through "H" on each of the enclosed maps for the Grant and Elm Street crossings. Please complete the Sighting Tables and show the sighting lines with red pencil. Treat both the Mainline and Side Track as operating tracks.
2. By notation indicate sighting distances that will be shortened by boxcars standing on the sidings.
3. Please verify the permanent easement width for the Elm Street crossing since the map submitted by the Resident Engineer indicates 60 feet and Deed No. 27902 describes a width of 70 feet.

CG:we
Enclosures

RECEIVED
AUG 20 1974
ROAD DESIGN SECTION

[illegible] ✓
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up __/__/__
Other

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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON
August 6, 1974

TO: Mr. Victor D. Wolfe
Location Engineer
B U I L D I N G

SUBJECT: 1974 SCA Project
Grant Street & Elm Street
City of Canby

Attention Mr. P. L. Carstensen

Jim

FROM: James O. Butler
Cities Engineer
County & City Unit

The survey data on subject section has been examined and found to be consistent with the project as requested by the city and approved by the Transportation Commission.

JOB:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Misc

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

Jim Butler SCA etc
Canby
X-ref this

June 14, 1974

RECEIVED
COUNTY & CITY SECTION
JUN 26 1974
☑ ENGR. ☑ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Harold Wyman
City Administrator
City Hall
Canby, Oregon 97013

Dear Mr. Wyman,

Thursday of this week we discussed some proposals for improving the intersection of Pacific Highway East and Ivy Street in Canby.

I discussed the channelization of Pacific Highway and the signal at Ivy Street with Richard Kuehn, our Regional Traffic Engineer. He said that for proper left turn channelization, we would need 500-600 feet each way from the intersection. If the city could get a parking resolution to provide this clearance, left turn channelization could be provided.

With regard to the possible widening of North Ivy, the State would not participate in the cost of moving the pole at the northwest corner of the intersection. This is because the existing signal installation at this intersection is maintained by the city. A new installation might be provided under the "1973 Highway Safety Act." If you have any further questions in this area you can contact C.O. Fredrickson, Regional Engineer.

I discussed the widening of North Ivy with Jim Butler of our County-City Section. He said that he would contact you as soon as possible and discuss the proposal. He should be able to answer your questions about funding for this section.

Sincerely,

Don Thurston

Don Thurston
Assistant Resident Engineer

cc C.O. Fredrickson
Regional Engineer
File

(C-Cty

HIGHWAY DEPT.

PERSONNEL

CANBY SCAP
ELM ST. & GRANT ST.

JUNE 4, 1974

ENGINEER'S NARRATIVE REPORT

This city project involves two streets, Elm St. and Grant St. Limits of the project are from First St. to Highway 99E. Both streets cross the SPRR where a new signal system will be installed by the Railroad. The bell and lights are to be replaced with a gate.

On Elm St., N. West of First St., the existing curbs are 50 ft. apart, S. East of Highway 99E, the curbs are 37.5 ft. apart. The street does not line up with either. Improvement will follow the extension of the N. West end. The grade on Elm St. is straight but, due to the leveling off to meet the SPRR, there will be a depression West of the track. This can be drained to the N. West into a ditch next to the SPRR. The signal pole on the West side near 99E may have to be moved back to be back of the curb. Curbs on First St. will be adjusted to fit a 44 ft. street.

Grant St. at First St. is 64.5 ft. wide curb to curb. There are no curbs from there to Hwy 99E and the sidewalks are broken concrete and asphalt. The railroad is higher than 99E or First St. so drainage goes both ways from the railroad. Drains at First St. and 99E will be adjusted to fit the new curb. Existing curb ends will be removed and the new curb extended to meet a 44 ft. width.

.The City of Canby asked for 44 ft. wide streets. R/W on Grant St. in 80 ft. and on Elm St. 60 Ft. Type "C" curbs will be installed on both streets as required. ~~Sidewalks will be installed by the City and Utilities will be taken care of by the City of Canby.~~

~~As the City of Canby will put in the sidewalks, the job goes to the curb only. Anything done beyond the curb will be by others (City of Canby). This work will be done in conjunction with the contract.~~

Grade and typical section is plotted but, due to the short sections and warping in at the ends and at the railroad, the typical section is of little use. Also, as $1\frac{1}{2}$" of AC wearing surface is for the future, a .02' slope grade would fit better and the $1\frac{1}{2}$" would then be feathered to the curb line.

On Elm St., Station 0+00 being CL of 99E, finished roadway will start at 0+30 with full section at 0+34 to Sta 2+00. The section will then shift to the right or Northeasterly side with a section 15 ft. wide up to Sta 2+55 and ending with curb end of radius on First St. The NE curb should be brought around at a 15 ft. radius and extend for about 50 ft. on 99E to allow for drainage and deter right turn traffic off 99E from turning into and/or over the proposed sidewalk on Elm St.

Canby SCAP (Continued)

On Grant Street sta 0+00 being CL 99E the finished roadway will start at 0+20 with a full section at 0+32 to 2+58 with an abrupt section connection at the Southerly gutter line of First St.

The sections thru the railroad track areas will be excavated down to the top of the ties and any necessary track work is anticipated to be performed by the railroad company.

Water mains, gas lines, electric poles are to be adjusted by the City of Canby. Telephone poles are to be adjusted by the Canby Telephone Assc.

It is anticipated that each street will be closed to thru traffic, one at a time, until completed. Detour signing and barricades have been allowed for.

sheet 1 of 2 sheets

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Section: Canby SCAP-Elm St. and Grant St.
Highway: Hwy. 99E and First St.
County: Clackamas
Prefix: 303-1471

ITEM NO.	ITEM DESCRIPTION	UNIT	PART			TOTAL QUAN.	ALLOW.	GROSS QUAN.	UNIT PRICE	AMOUNT
				Elm St.	Grant St.					
1-111	Temp. Direc. and Protec. of Traffic	Lump sum								$ 500
2-111a	Temporary Signs	Sq. ft.		100		100	10	110	$ 5.00	500
3-111b	Flagging	Hrs.		36		36	4	40	12.50	500
4-202	Removal of Strucs. and Obstrucs.	Lump sum								1,000
5-203a	General Excavation	Cyds.		128	222	350	35	385	5.00	1,925
6-203b	Embankment-in-Place	Cyds.		69	30	99	10	108	10.00	1,080
7-206	Trench Excavation	Cyds.		60		60	6	66	9.00	594
8-233	Watering	M. gal.		60		60	6	66	8.00	528
9-301	Plant-Mix Bit. Base	Tons		314	300	614	61	675	16.00	10,800
10-403	Asphalt Conc. Pvt.-- Class "B"	Tons		106	133	239	24	263	16.00	4,208
11-407	Asphalt Tack Coat	Tons		0.2	0.25	0.45	0.05	0.5	150.00	75
12-603	8 in. Conc. Sewer Pipe	Lin. ft.		160		160	16	176	7.00	1,232
13-604	Type G-2 Inlet	Each		3		3		3	450.00	1,350
14-608a	Portland Cement Concrete Walk	Sq. yd.		112	114	226	23	249	9.00	2,241
15-608b	Portland Cement Concrete Driveway	Sq. yd.		68	68	136	14	150	10.00	1,500
16-609	Portland Cement Concrete Curbs	Cyds.		9.4	10	19.4	2	21.4	85.00	1,819
17-628	Adjust Concrete Inlets	Each			2	2		2	120.00	240

sheet 2 of 2 sheets

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Section: Canby SCAP-Elm St. and Grant St.
County: Clackamas
Highway: Hwy. 99E and First St.
Prefix: 303-1471

ITEM NO.	ITEM DESCRIPTION	UNIT	PART			TOTAL QUAN.	ALLOW.	GROSS QUAN.	UNIT PRICE	AMOUNT
				Elm St.	Grant St.					
	Extra Work--Railroad Protective	Lump sum								$ 3,000
	Costs								Sub Total	33,092
	Engineering and Contingencies	20%								6,618
	Total									$39,710.00

Form E-304—804—1-55

OREGON STATE HIGHWAY DEPARTMENT

Locating Engineer's Right of Way Report

County Clackamas

Highway Grant St & N. Elm St.

Date April 19, 1974

Section Canby SCAP

Station Pacific Hwy East to N. First St.

The following questions must be answered **in full** at the time the survey of the project is completed and turned in to the Division Engineer, one copy to be sent direct to the Construction Engineer:

1. Are there any encroachments on railroad property? Obligations taken care of by City of Canby.

2. Are typical sections of the encroachments made up and included in the plans? No

(List station numbers inclusive, of encroachments) ______

3. Are all descriptions prepared and ownerships checked? N/A
(Attach hereto extra sheet showing ownerships involved, acreage and assessed valuation.)

4. Have you closed traverse on all metes and bounds descriptions? No

5. On your written descriptions have you made mention of, or provided for easements required for slopes ______, retaining walls ______, drain ditches ______, siphon boxes ______, irrigation ditches ______? N/A

6. Have descriptions been made up for quarries ______, gravel pits ______, stock pile sites ______, hauling road easements ______ channel changes ______? N/A

7. Does proposed construction interfere with any water mains? ______, sewers ______, gas mains ______, other conduits ______? (If so attach separate sheet giving ownerships and other available data.)
All utility adjustments to be handled by City of Canby.

8. Do any power poles require moving? Yes Are they located on R/W now owned by State? ______ Company name To be handled by City of Canby

9. Do any telephone or telegraph poles require moving? ______ Are they located on R/W now owned by the State? ______ Company name To be handled by Canby Telephone Assoc.

10. Are there any buildings or other structures that will require moving? ______ (If so, attach separate sheet giving size, type, center line tie, ownership and approximate value, and probable disposition of same.)
Signals to be handled by Railroad Company

11. Are there any connections to be made to existing roads that require additional R/W? No
Are descriptions prepared for this R/W? No

12. Have you submitted samples of surfacing materials from the sources indicated, to the Testing Laboratory? N/A

13. Have you checked the answers on the preceding 12 questions? Yes

Signed Warren E. Mueller
Warren E. Mueller
Locating Engineer

Southern Pacific
Transportation Company

A. W. KILBORN
SUPERINTENDENT
C. T. BADERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER T

March 16, 1971

911518/323-3

RECEIVED
COUNTY & CITY SECTION
JUL 25 1973
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UTE ☑ CE ☐ PE ☐ RPE ☐

Mr. W. Dinteman,
Mayor
City of Canby
Canby, Oregon

Dear Sir:

Referring to recent meeting held January 29, with the Public Utility Commissioner's representatives regarding the installation of automatic gates at the three crossings in Canby.

We have prepared an estimate covering the three crossings, C-746.6, Elm Street; C-746.8, Grant Street; and C-749.9, Ivy Street, on a 50-50 basis with the City of Canby. This estimate was prepared on the basis that all crossings would be protected at the same time replacing existing signals with automatic gates. The City's share would be $31,000. This is considerably less than the original estimate due to the fact train operations in the area indicate that proper operation of signals can be obtained by the use of motion-sensors and motion-detectors rather than grade crossing predictors.

If one crossing is to be improved, it would be necessary to provide motion-sensor control at all three crossings in order to secure satisfactory operation of the crossing gates at the first crossing to be so protected. This is due to the short distance between all three crossings and the controls would overlap for each crossing. A savings of $5,000 to $8,000 can be made by including all three crossings as a one package installation.

Please advise if the City is in position to agree to share in this installation. If so, it will require the preparation of an appropriate agreement and for us to secure our formal authority.

Yours truly,

AWKilborn

cc: Mr. Don A. Haakenson
Supervisor Transportation Services
Public Utility Commissioner
Salem, Oregon 97310

11-60

DEED
AUDIT NO. 27902

C.S. 7344

This Indenture, made this 6th day of June, 1961, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware,

herein called "Railroad," and CITY OF CANBY, a municipal corporation of the State of Oregon,

SOUTHERN PACIFIC COMPANY
PORTLAND DIVISION
SUPERINTENDENT'S OFFICE
RECEIVED
AUG 9 1961

herein called "Grantee."

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use a street or highway for grade crossing purposes, hereinafter termed "highway," upon and across the following described real property:

All those pieces or parcels of land situate in the City of Canby, County of Clackamas, State of Oregon, more particularly described as follows:

PARCEL 1

BEGINNING at the point of intersection of the southeasterly prolongation of the northeasterly line of North Elm Street with the northwesterly line of the land of the Southern Pacific Company; thence Northeasterly along said northwesterly line 10 feet to a point; thence Southeasterly parallel with and distant 10 feet northeasterly, measured at right angles, from said southeasterly prolongation, 225 feet to a point in the southeasterly line of land of said Company; thence Southwesterly along said southeasterly line 70 feet to a point; thence Northwesterly parallel with and distant 50 feet southwesterly, measured at right angles, from said southeasterly prolongation, 175 feet to a point in said northwesterly line of land of said Company; thence Northeasterly along said northwesterly line 60 feet to a point in said southeasterly prolongation of said northeasterly line of North Elm Street; thence Northwesterly along said southeasterly prolongation, 50 feet to the point of beginning, containing an area of 12, 750 square feet, more or less.

PARCEL 2

A strip of land, 80 feet in width, lying 40 feet equally on each side of the following described center line:

BEGINNING at the point of intersection of the center line of North Grant Street (80 feet wide) with the northwesterly line of land (225 feet wide) of Southern Pacific Company; thence South 27° East along the southeasterly prolongation of said center line crossing the original located center line of Southern Pacific Company's main track at Engineer Station 1244+91.7, a distance of 225 feet to a point in the southeasterly line of said Company's land. The side lines of above described 80 foot wide strip of land terminate in said northwesterly and southeasterly lines of said Company's land.

Said strip of land contains an area of 18,000 square feet, more or less.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across or along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as may be necessary for the maintenance of said highway.

6. Grantee shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Except as herein otherwise provided, Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said highway upon said property. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the portion of said highway between lines two (2) feet outside the rails of each track located thereon.

8. Grantee agrees to reimburse Railroad for any and all assessments which may be levied by order of any authorized lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction or reconstruction of said highway upon said property commenced within one (1) year from the date first herein written.

9. Should Grantee, its successors or assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad, its successors or assigns, shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of the said property, or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written. (in duplicate)

SOUTHERN PACIFIC COMPANY

By W. D. LAMPRECHT
(Title) Vice President

Attest: T. F. RYAN
Assistant Secretary

CITY OF CANBY

By EARL OLIVER
Mayor

J. R. RICHARDSON
Recorder ~~Clerk~~

Mueller

Form E-30

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section CITY OF CANBY (Grant St. & N. Elm St.)

Highway GRANT ST. & N. ELM ST.

County CLACKAMAS

Date JANUARY 18 1974

Authorization No. 1

Survey Prefix 303-1471 (Assigned by Salem office)

Description of termini, route, length, etc.:

GRANT ST. from Pacific Highway East to 1st. St. 230 ft.
N. ELM St. from Pacific Highway East to 1st. St. 180 ft.

Purpose of survey: Prepare vicinity map, plans, estimate and specifications for street improvement and R/R signal installation on the two streets.

RECEIVED
FEB 13 1974
RE ☑ ARE KMG ARE ☐ OFF ☐

Estimate of cost:

Res. Engr.	(901)	$3000.00
Plans	(905)	500
Soils	(910)	300
Specs	(921)	200

Total estimated cost of survey . . . . . . $ 4,000

Previous authorization . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Warren E. Mueller Field Engineer
Warren E. Mueller

Recommended for Approval:
Division Engineer

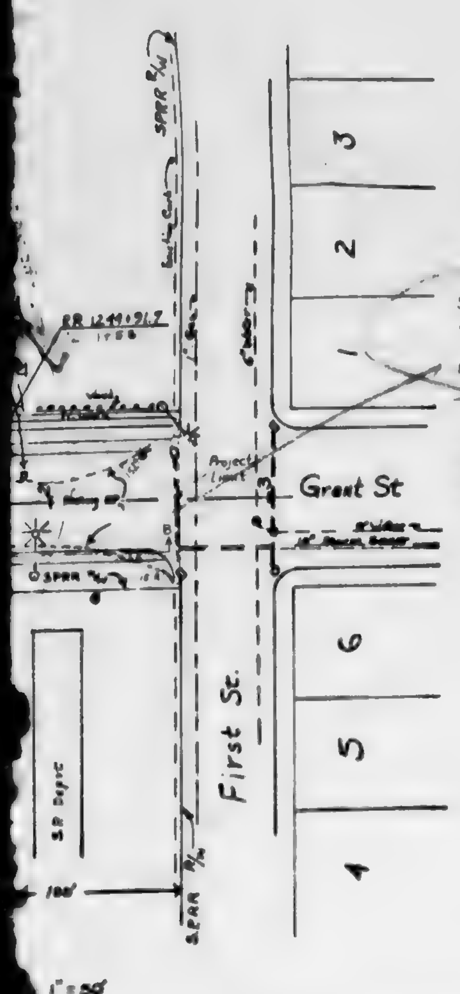
Recommended for Approval:
~~Construction~~ Location Engineer

Approved:
Ass't State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. ....
FED. AID .... STATE SCH

SP*53448-734

GRANT STREET CITY of CANBY Clackamas County				SHEET No. 1-2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



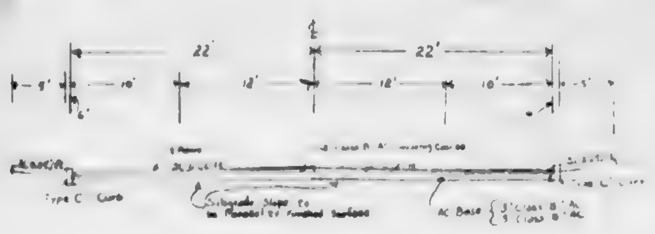
Sta 2+58 Lt.
Move Existing Inlet to
25.0 ft. left of ℄
Maintain Grate Elev. 151.30

Sta 2+58 Rt.
Adjust Grate Elev. of Existing
Inlet from 150.90 to 151.10

Pipe size?

CGw/SP (signals)?

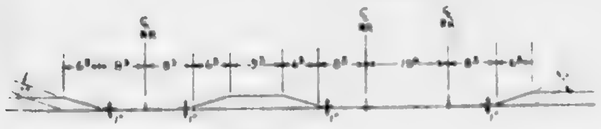
TYPICAL SECTION



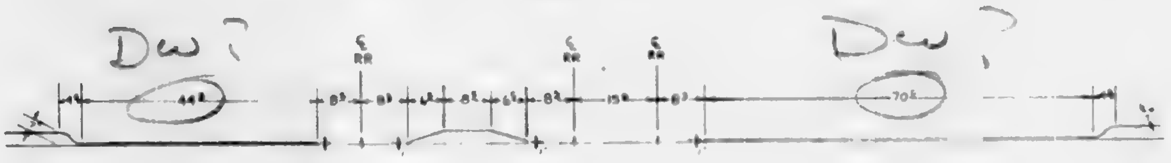
TYPICAL SECTION
(NOT TO SCALE)

Bikes on S.W.?

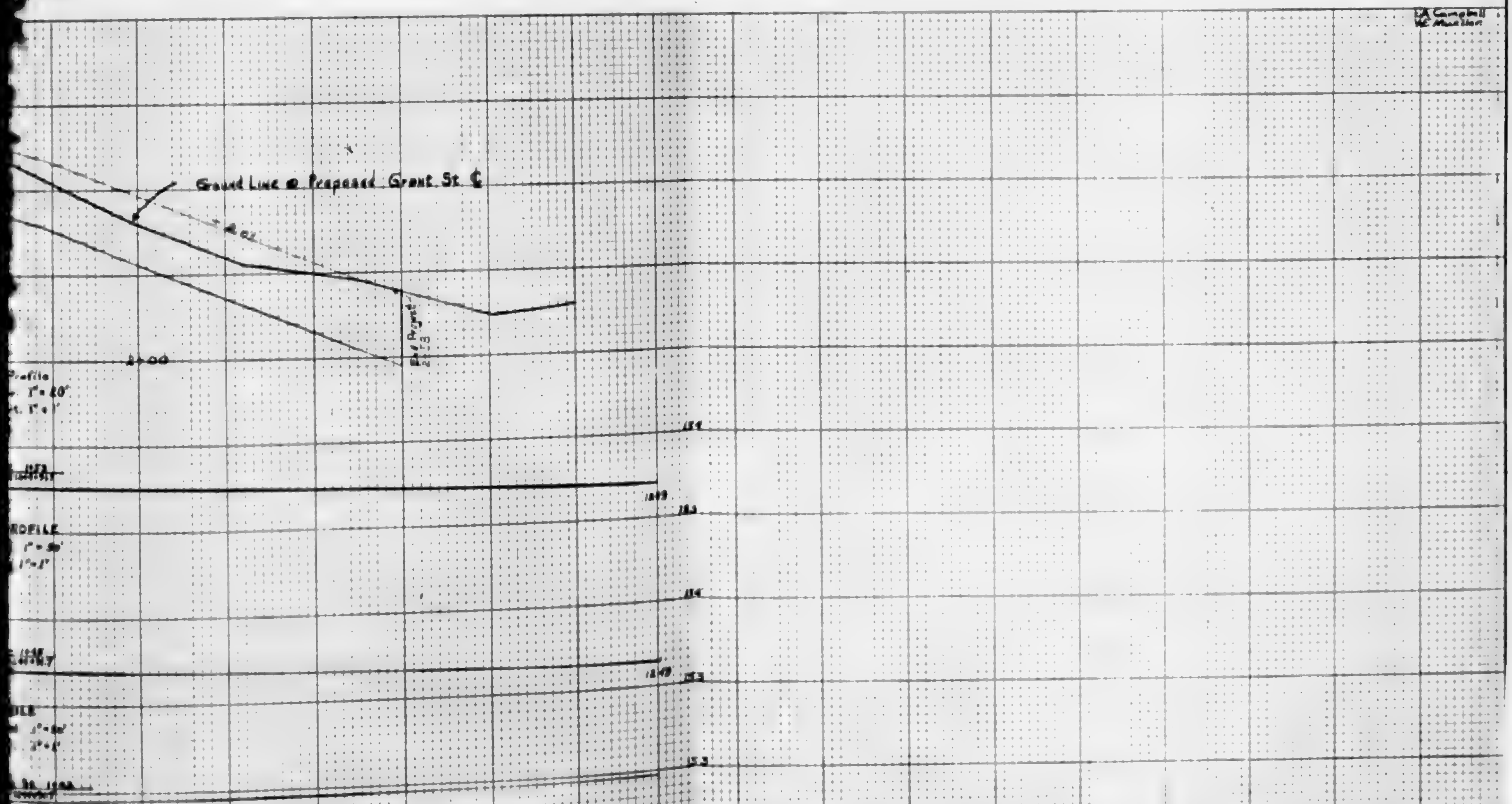
SP RAILROAD



SEC. A-A



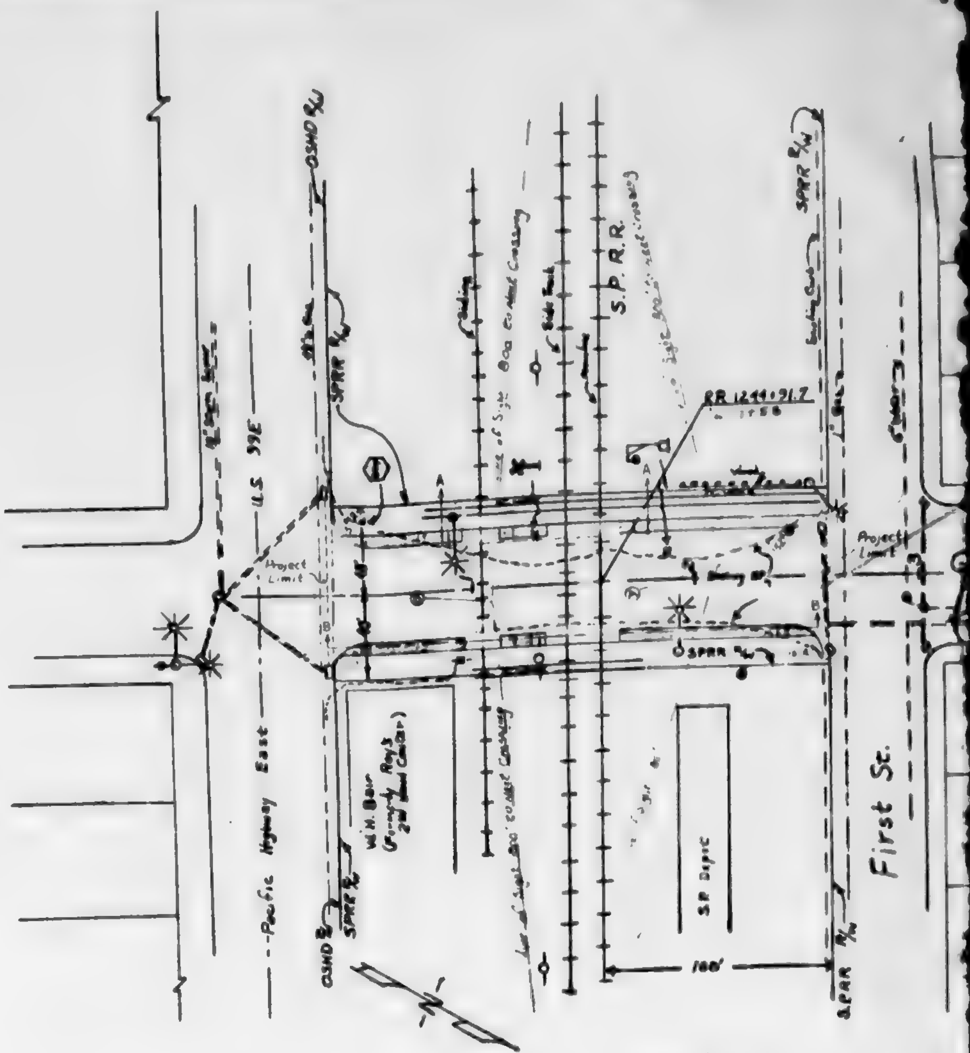
SEC B-B

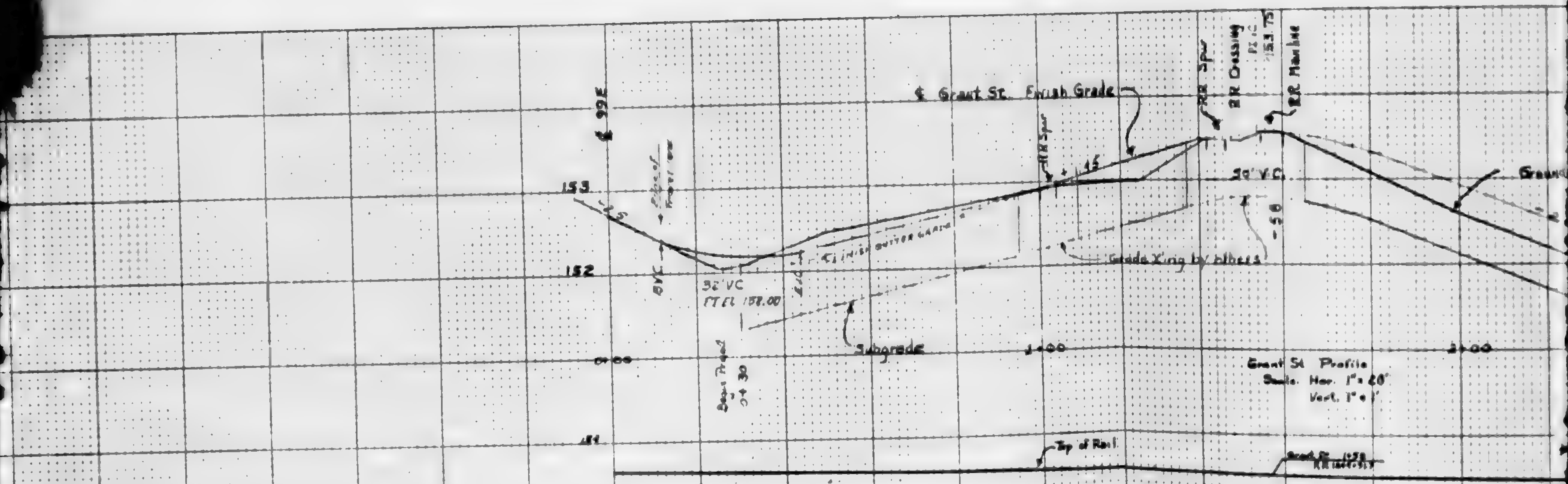


SIGHTINS TABLE

POINT	Distance Along Street From Crossing to Point		Greatest Distance From Crossing RR Engine Can Be At Sighting	
	Northerly	Southerly	Easterly	Westerly
A	50'		180'	800'
B		50'	800'	800'

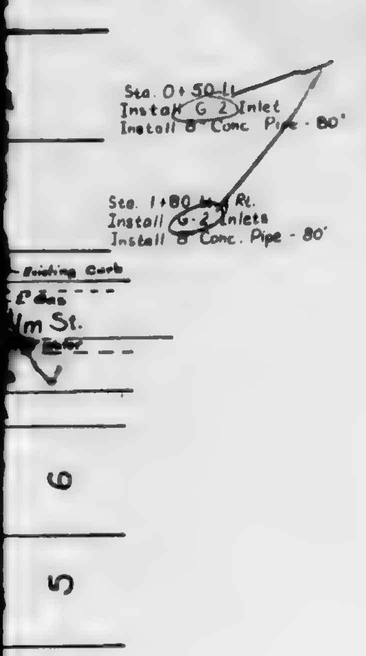
Height of eye 4½'   Height of engine 13'





ELM STREET CITY of CANBY Clackamas County				SHEET No. 2-2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

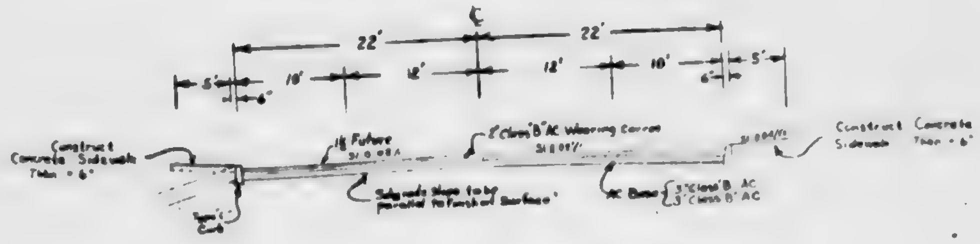
CG w/ SP. Grate ?


Sta. 0+50 Lt.
Install G 2 Inlet
Install 8" Conc. Pipe - 80'

Sta. 1+80 ... Rt.
Install G-2 Inlets
Install 8" Conc. Pipe - 80'

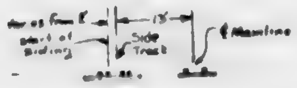
TYPICAL SECTION

Scale: Horizontal 1"=10'
Vertical 1"=10'

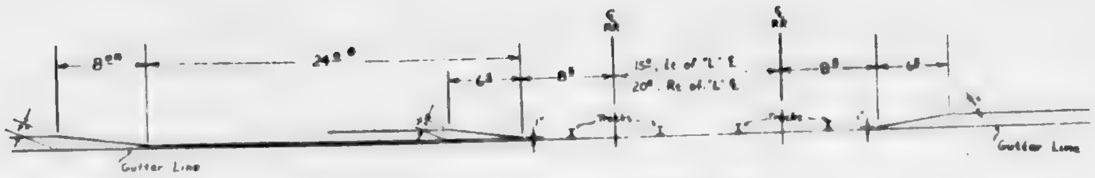

℄
22'
22'
5'
10'
12'
12'
10'
5'
6"
6"
Construct Concrete Sidewalk Thkn = 6"
1½ Future
2" Class "B" AC Wearing Course
Sidewalk slope to be parallel to finished surface
AC Base { 3" Class "B" AC / 3" Class "B" AC
Type "C" Curb
Construct Concrete Sidewalk Thkn = 6"

TYPICAL SECTION

(NOT TO SCALE)

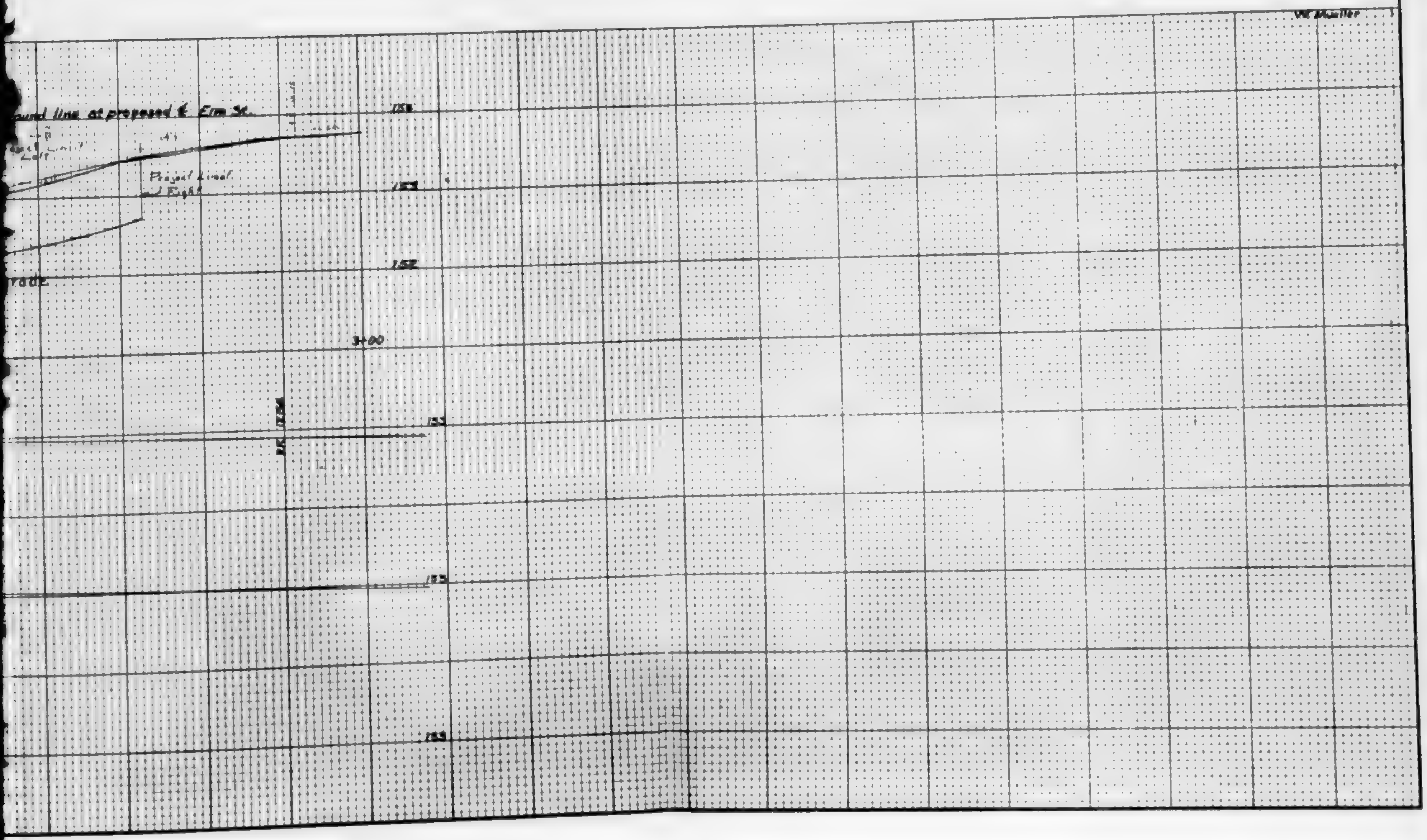


S.P. RAILROAD @ Elm St.



SEC. A-A

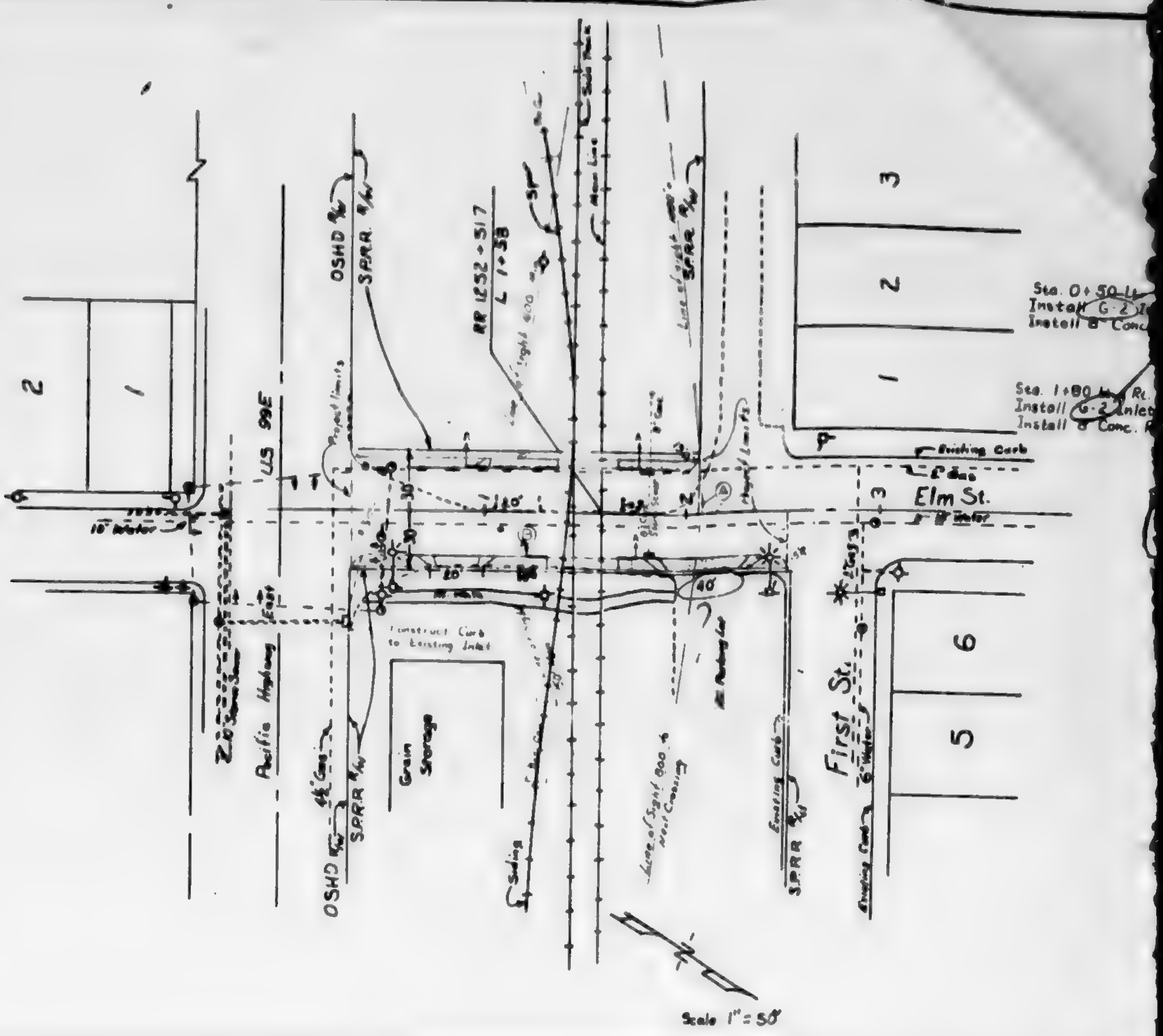
* Applicable to Left of ℄ only

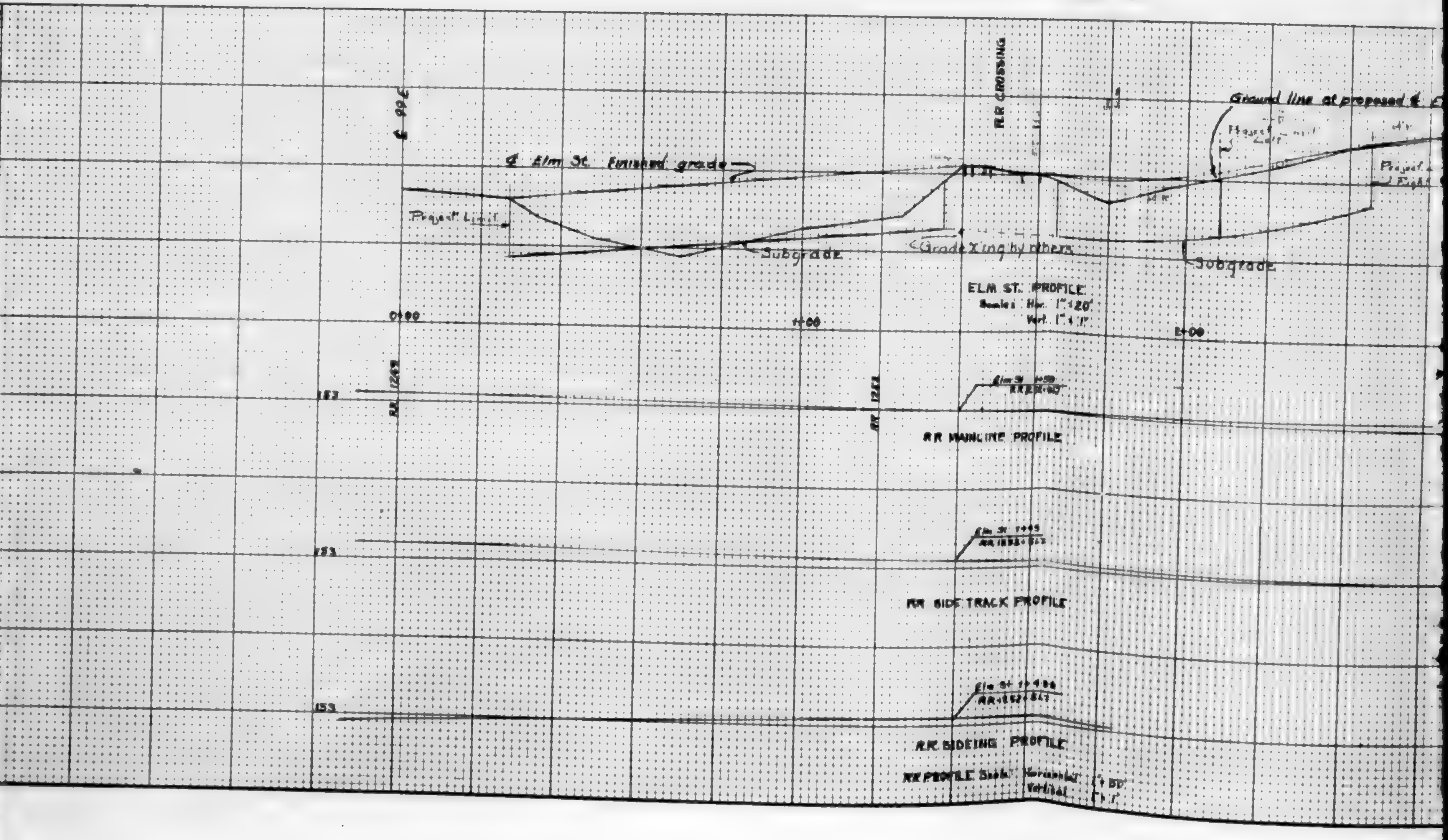


SIGHTING TABLE

POINT	Distance Along Street From Crossing to Point		Greatest Distance From Crossing RR Engine Can Be At Sighting	
	Northerly	Southerly	Easterly	Westerly
A	50'		800	1000'
B		50'	800 Max 150 Min	1000' Max 400 Min

Height of eye 4½' Height of engine 13'





R

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Elm and Grant Streets
Highway: City of Canby
County: Clackamas
Prefix: 303-1471

Res. Engr. Warren E. Mueller
Approx. Length 0.08± mile
~~Sta.~~ Pac. Hwy. E. to [illegible] 1st Street
Date March 29, 1974

Mean Truck A.D.T. 277
Traffic Coefficient 8.1
18 kip s. a. per day 52.1
(1)

Annual Precipitation 40"±
Frost Penetration - - - -
CBE Total Requirement *19.0"

Typical Soil

36	LL
2	PI
72	%P 10
26	%P 200
28	% Gravel
24	% C Sand
22	% F Sand
18	% Silt
8	% Clay
79	R Value
A-2-4	AASHO Classif.

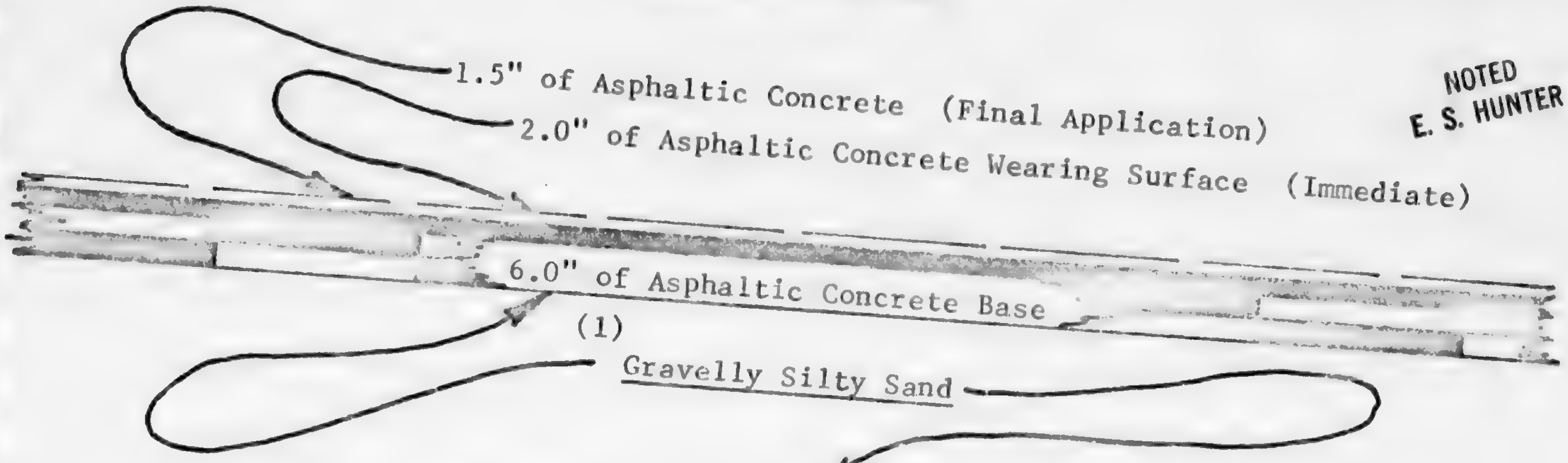
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
4.0	2.0	A.C.W.S. (I.)
12.0	6.0	A.C.B.
19.0	9.5	

STRUCTURAL SECTION

NOTED
E. S. HUNTER


1.5" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
6.0" of Asphaltic Concrete Base
(1)
Gravelly Silty Sand

*Minimum for Traffic Classification.

See Page 2 for remarks.

.H.W.A.
sst. State Highway Engineer
ocation Engineer
onstruction Engineer
ngineer of Material and Research
egional Engineer
sident Engineer
sign Engineer
ecifications Engineer
nal Design Engineer
gional Geologist
ounty-City (2)

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

SECTION: Elm and Grant Streets

HIGHWAY: City of Canby

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement* *	*Actual Thickness*
7.0 - 8.0	2.0"	5.0"	---	4.0"	17.5"	11.0"
6.0 - 7.0	2.0"	3.0"	---	5.0"	15.0"	10.0"
4.8 - 6.0	2.0"	---	---	8.0"	12.5"	10.0"
Cars Only	2.0"	---	---	7.0"	11.0"	9.0"

* Minimum for Traffic Classification.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.0 and a C.B.E. Requirement of 16.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Elm and Grant Streets

HIGHWAY: City of Canby

COUNTY: Clackamas

3700 Present ADT (1974)

6 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	150	1.5	225	188	450	84,600
3	45	1.5	68	57	1000	57,000
4	5	1.5	8	7	1250	8,750
5	20	1.5	30	25	3180	79,500
6	0	---	--	--	2570	- - -
				277	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 229,850

TWENTY YEAR EWL 4,597,000

TRAFFIC COEFFICIENT 8.1

SECTION: Elm and Grant Streets

HIGHWAY: City of Canby

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.C.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section (0.08± mile), and traffic does not warrant the use of C.R.P.C.C.

8196

R

February 6, 1974

City of Canby
City Hall
Canby, OR 97013

Attention: Jarrel R. Richardson
City Recorder

MISC. CONTRACTS AND
AGREEMENTS No. 8196

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Elm and Grant Streets from the Pacific Highway to First Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

[illegible]

Mr. Harold A. Wyman
City Administrator
P.O. Box "D"
Canby, Oregon 97013

August 28, 1973

Dear Mr. Wyman:

It is planned to submit your proposed project on Elm Street and Grant Street, from Pacific Highway to 1st Avenue, to the Transportation Commission for consideration of construction (1974) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $35,000 for a 50-foot curbed street. This estimate does not include the cost of railroad protection. In a letter to the City from the Southern Pacific Transportation Company, an estimate of $31,000 was quoted as the cost of replacing the existing signals on Elm, Grant and Ivy Streets with automatic gates. The pro-rated share of the railroad improvement on Elm and Grant Streets based on the above would be approximately $23,000. The total cost of the project on Elm and Grant Streets is $58,000. The State's share would be $25,000.

Should the Transportation Commission look with favor on your project, would the City of Canby be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

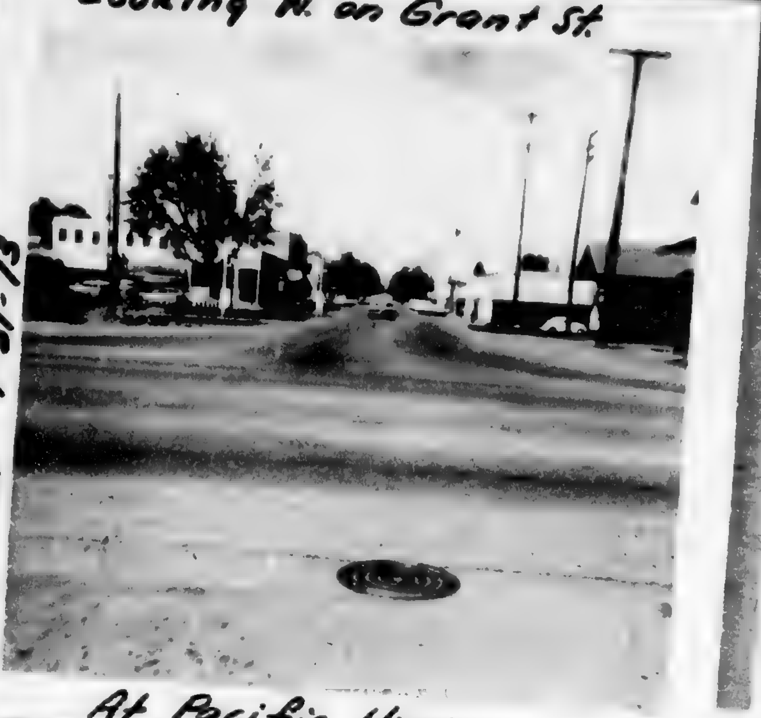
Gary E. Zehner
Cities Engineer

GEZ:lat

☑ ENGR. ☑ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

E196

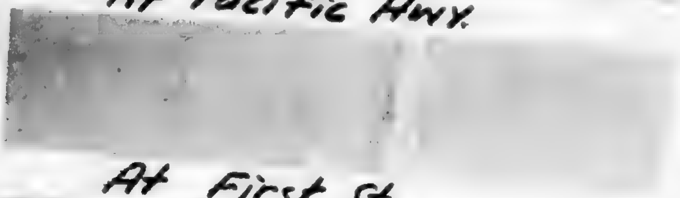
Looking W. on Grant St.



CANBY 7-31-73

At Pacific Hwy.

CA

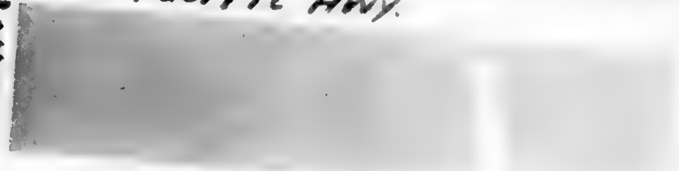


At First St.

CAN

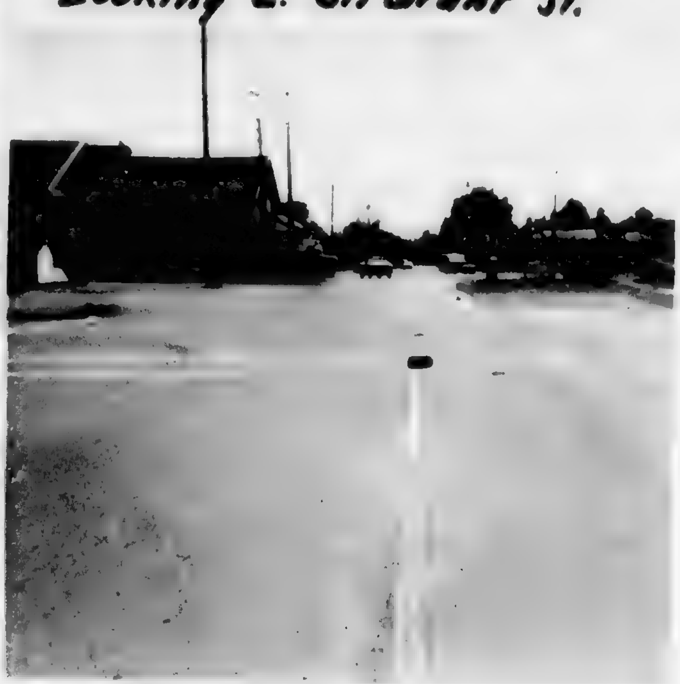
At Pacific Hwy.

CAN



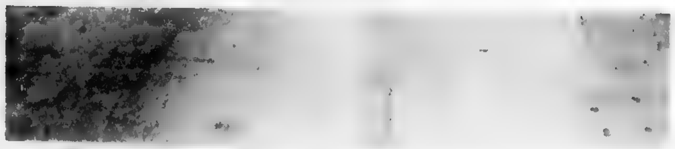
At First St.

Looking E. on Grant St.



CANBY 7-31-73

At First St.



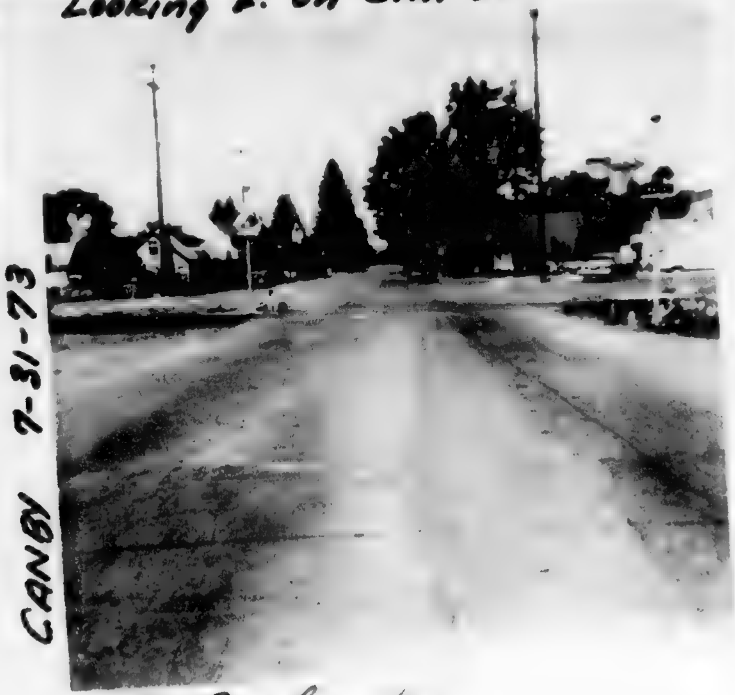
CAN

At Pacific Hwy.

CAN

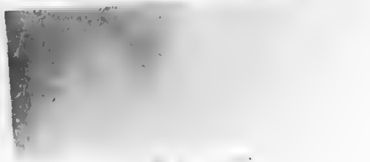
At First St.

Looking N. on Elm St.



CANBY 7-31-73

At Pacific [illegible]



CAN

At [illegible]

Looking E. on Elm St.

CANBY 7-31-73

At First St.

S.C.A. Investigation Data

[illegible]

City of CANBY Date 7-31-72 Div. 2
Population: 1968 [illegible] 19[illegible] [illegible]
Street Elm St. and Grant St. from [illegible] Hwy. to 1st Ave.

No. previous projects 2
Last project 1953 (year)
Total SCA funds $17,246.[illegible]
Funds/capita $3.9[illegible]
Average/capita $12.91

EXISTING

Surface now in place: A.C. × Oil ___ Gravel ___ Concrete ___
Surface width: 24-[illegible] feet, Shoulder-shoulder width: ___ feet
C-C width: – feet, R/W width: 60' & 60' feet
Remarks: [illegible] \$31,000 [illegible]

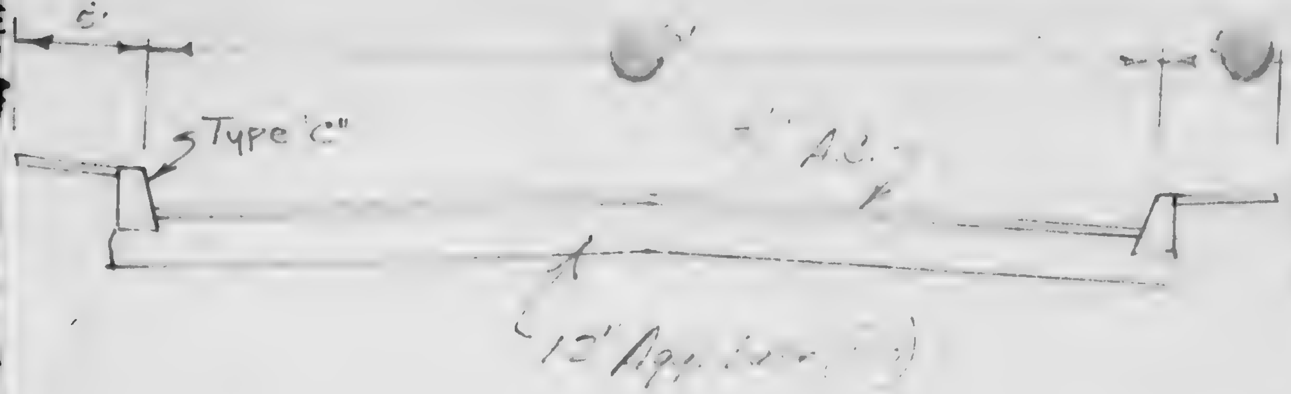
PROPOSED

Surfacing: A.C. × Oil ___ Other ___
Pave. width: [illegible] feet, Shoulder width 12 feet, C-C width: [illegible] feet
BASE DESIGN: A.C. 3[illegible] inches, Leveling – inches, Base 12 inches
Lime T.S.G. -- inches, Blanket -- inches, P.M.B.B. -- inches
Length: 0.095 mile, 5[illegible] feet. Type curb: [illegible]
Remarks: [illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	[illegible]	[illegible]	[illegible]
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.		[illegible]	[illegible]
Asphalt	ton		[illegible]	[illegible]
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			
[illegible]				

*Items include 10% allowance

Total	$[illegible]
Perm. signing ($100/intersection)	[illegible]
Flagging	
Total	$[illegible]
Engineering & contingencies (20%)	[illegible]
Total	$[illegible]
City's estimated share of survey	
TOTAL ESTIMATED COST	$[illegible]



CANBY
E 1-73
[illegible] - 0.045 miles
Grand A. 0.05 miles
Total - 0.095 miles
500 feet

Cut Exc. = 1.7 × [illegible]/27 × 500 × 1.1 = 1700 C.Y.

Agg. Base = [illegible] × [illegible] × 500 × 1.48 = 1351 C.Y.

Watering = 0.0275 × 1351 × 1.1 = 41 M-Gal.

A.C. = [illegible] × 500 = 585 Tons

Binder = [illegible] = [illegible]

[illegible] = [illegible] × 1.1 = [illegible]

[illegible] = 4.5 × [illegible] = [illegible]

[illegible] = [illegible] × 1.1 = [illegible]

7-31-73

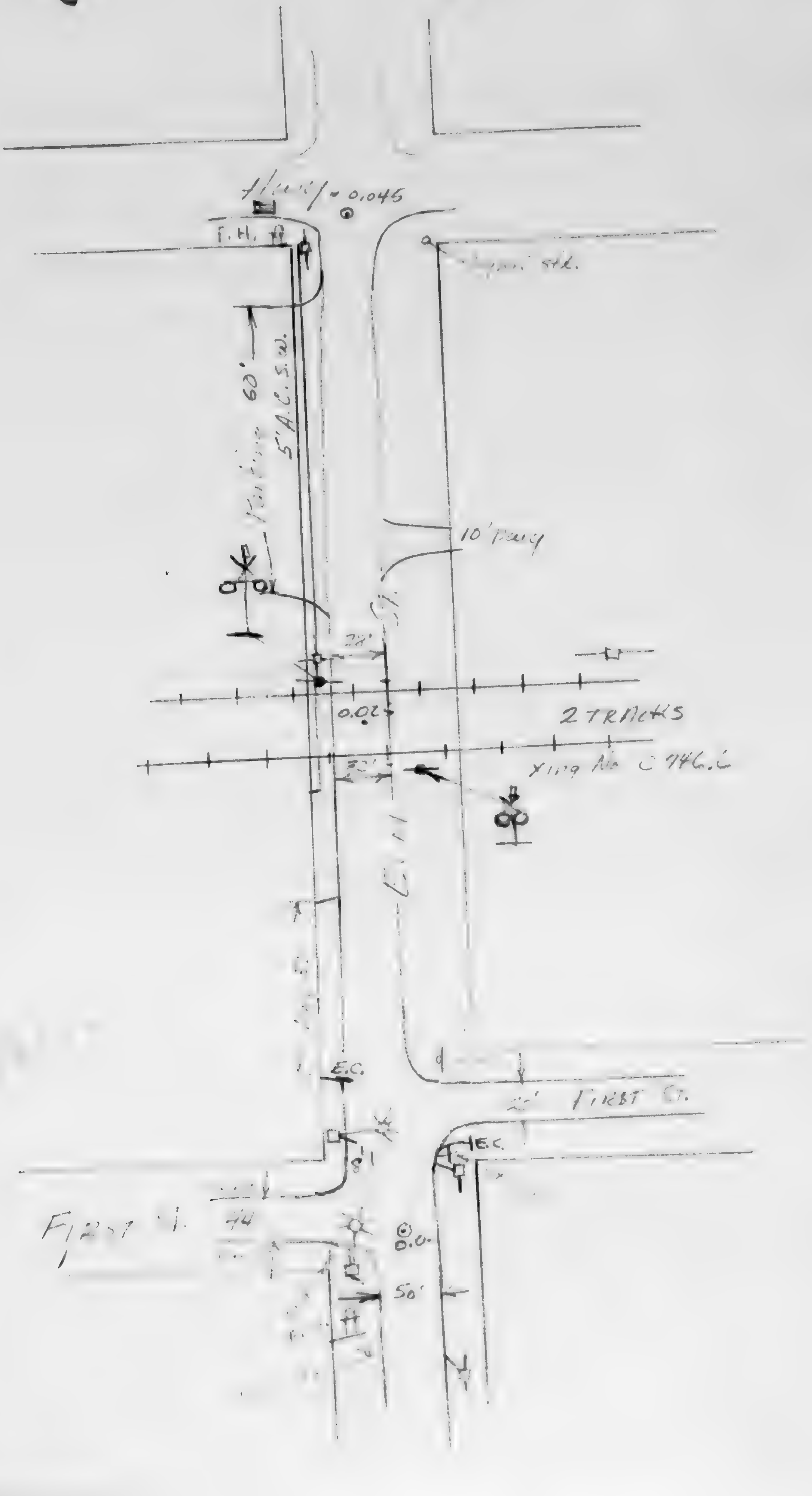
STNRY -

Made field investigation of Elm & Grant Streets. Both streets to be constructed 50' c-c and involve upgrading railroad crossing signalization. Both xgs have heavy volume of traffic since these are 2 of the 3 crossings in town. Drainage on new construction will flow to existing catch basins. Good projects.

CANBY 7-31-73

ELM ST.

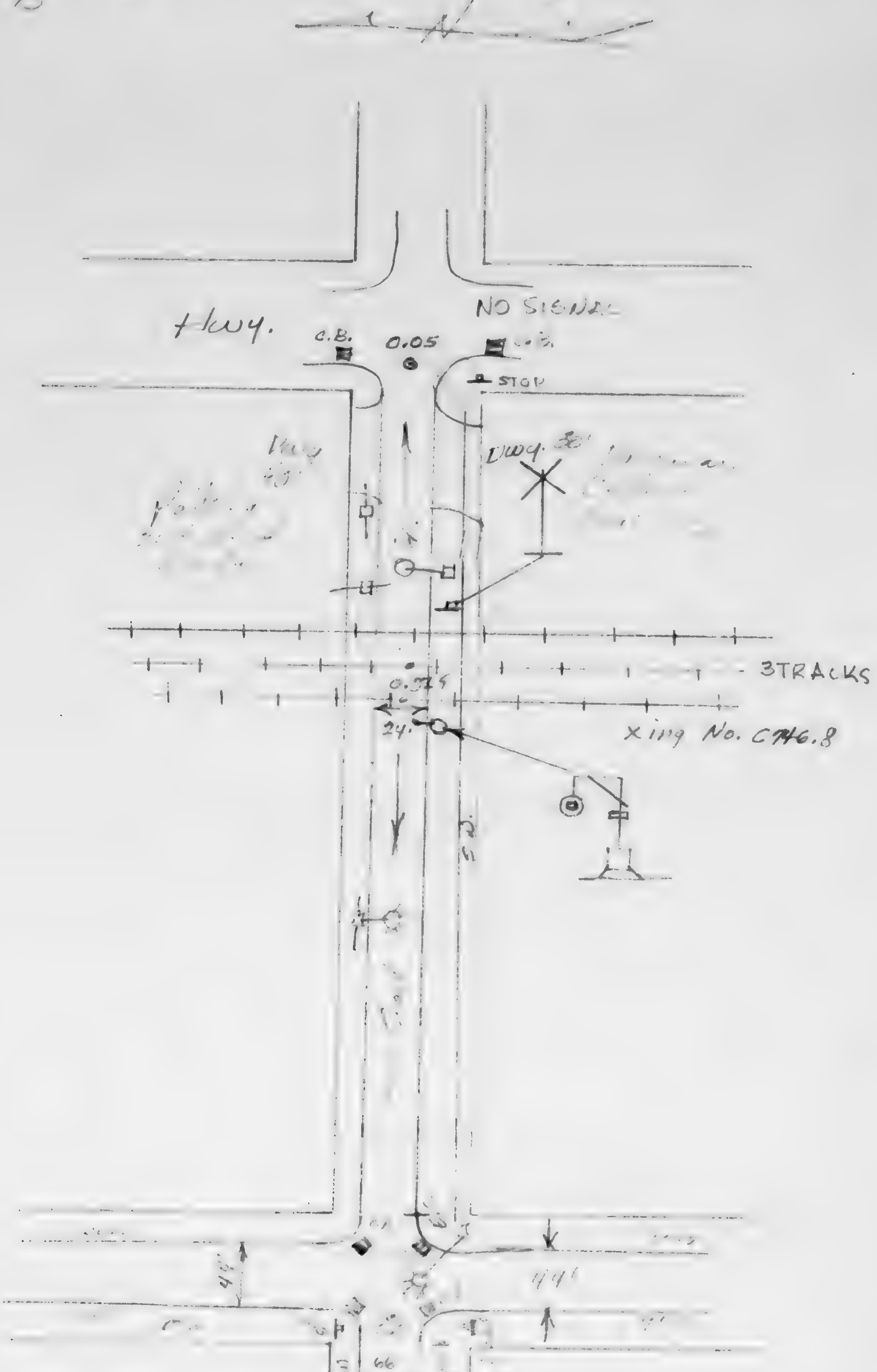
PICTURES 2

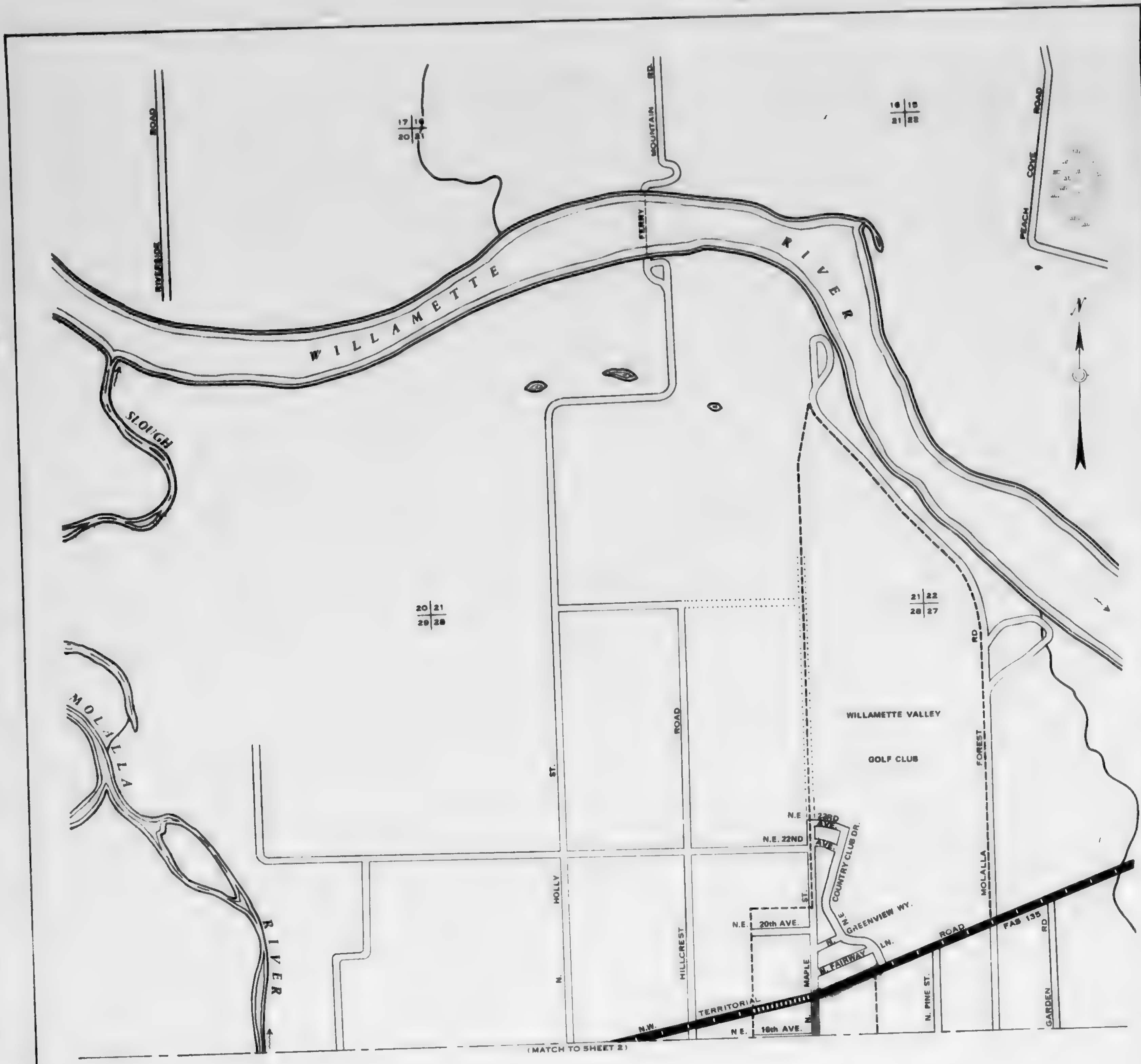


CANBY 7-31-73

GRANT ST.

PICTURES 2





CANBY

CLACKAMAS COUNTY, OREGON
T. 3,4 S., R. 1E. W.M.

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,400

Scale in Feet

SHEET ARRANGEMENT
①
2

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM · COUNTY
OTHER FEDERAL AID SECONDARY · LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

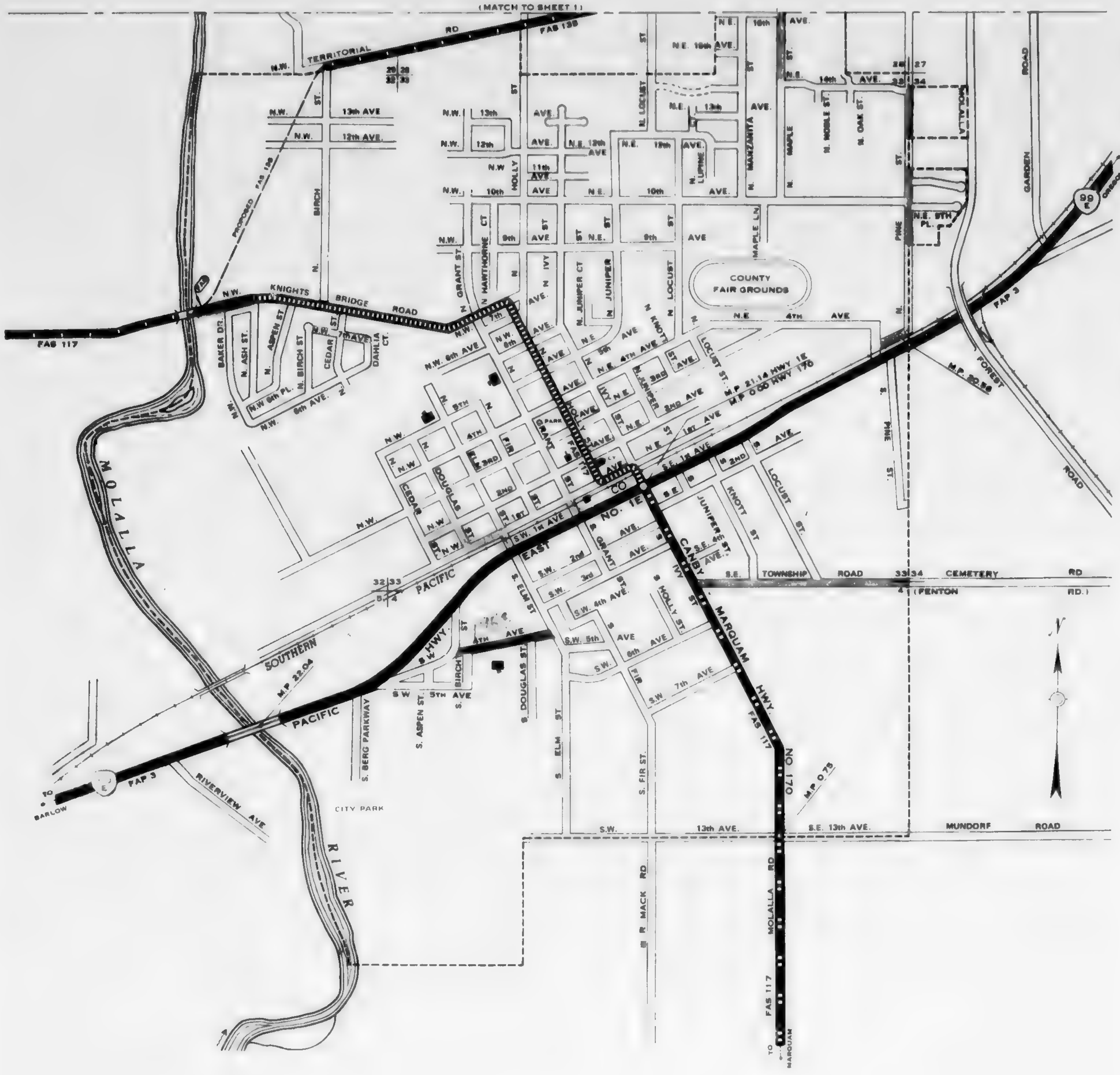
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

Revised March 1973

SHEET 1 OF 2 SHEETS

County Roads within city [illegible] as of 9-27-73



CANBY

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Population 4,400

Scale in Feet

LEGEND

- FAI FEDERAL AID INTERSTATE SYSTEM
- FAP FEDERAL AID PRIMARY SYSTEM
- FAS FEDERAL AID SECONDARY SYSTEM STATE
- FAS FEDERAL AID SECONDARY SYSTEM COUNTY
- FAS OTHER FEDERAL AID SECONDARY LOCAL
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- DIVIDED HIGHWAY
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- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE FA
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG
■	SCHOOL	CY	CITY HALL
⊙	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
▬ ▬	CITY LIMITS	L	LIBRARY

SHEET ARRANGEMENT
1
2

REVISED MARCH 1973

SHEET 2 OF 2 SHEETS

SCA

PROJECT DATA, CITY OF Canby - No. 1 Date July 24, 1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name Grant Street Railroad crossing improvement
(Locate project on attached map.)

Project length 230'

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~40~~ 24 feet, width of shoulders: -- 13 feet

Curbed section; width curb to curb: ~~60~~ 50 feet

Remarks

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

City has [illegible] R/W

Width of present right-of-way: 30 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No ____

Give width of intersecting streets:

Are intersecting streets curbed? Yes X No ____

Remarks First Avenue but not 99E at crossing locations

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: --- feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ____ No X

Explain:

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COUNTY & CITY SECTION
JUL 25 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No__x__

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ___---___feet

Are sidewalks to be constructed as part of project? Yes__x__ No____

Width of sidewalks to be constructed: ___4 ½___feet

Are sidewalks to be constructed only on one side of street? Yes____ No__x__

Are sidewalks to be constructed on both sides of street? Yes__x__ No____

Give: Length to be constructed and On which side of street

___230___feet N.___ S.___ E._x_ W.___

___230___feet N.___ S.___ E.___ W._x_

Should sidewalks be placed against curbs? Yes__x__ No____

Is utility strip required? Yes____ No__x__; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes__x__ No____

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No__x__

[Show location of outfall on city map.]

SANITARY SEWERS - - - - - - - - - - - - - - - - - - not need on this - - - - - - - - - - - - -

Now in place? Yes____ No____ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ________feet

Remarks [illegible]

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes _X_ No ___

If yes, how deep from present surface? _3 ±_ feet

Remarks ______________________________

____

DRIVEWAYS: (~~All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No _X_

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___________

Must driveways be Portland cement to comply with city code? Yes ___ No _X_

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No _X_ (If yes, please include copy of ordinance.)

Remarks ______________________________

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes _X_ No ___

Electric poles? Yes _X_ No ___

Which company? _City of Canby_
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes _X_ No ___

Which company? _Canby Telephone Assoc._

Railroad tracks? Yes _X_ No ___

Which company? _[illegible]_

Is crossing presently protected by automatic railroad signals?

Yes _X_ No ___

Remarks _We would anticipate having the existing light and bell replaced with [illegible] gates._

____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ✓ No ×

Clearing? Yes ___ No x

Base rock? Yes ___ No ✓

Concrete curbs? Yes x No ✓

Driveways? Yes ___ No x

Remarks We are not sure what the State Highway Department requires the City to participate in. We would anticipate this work to be done by contract ✓

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date [illegible]

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

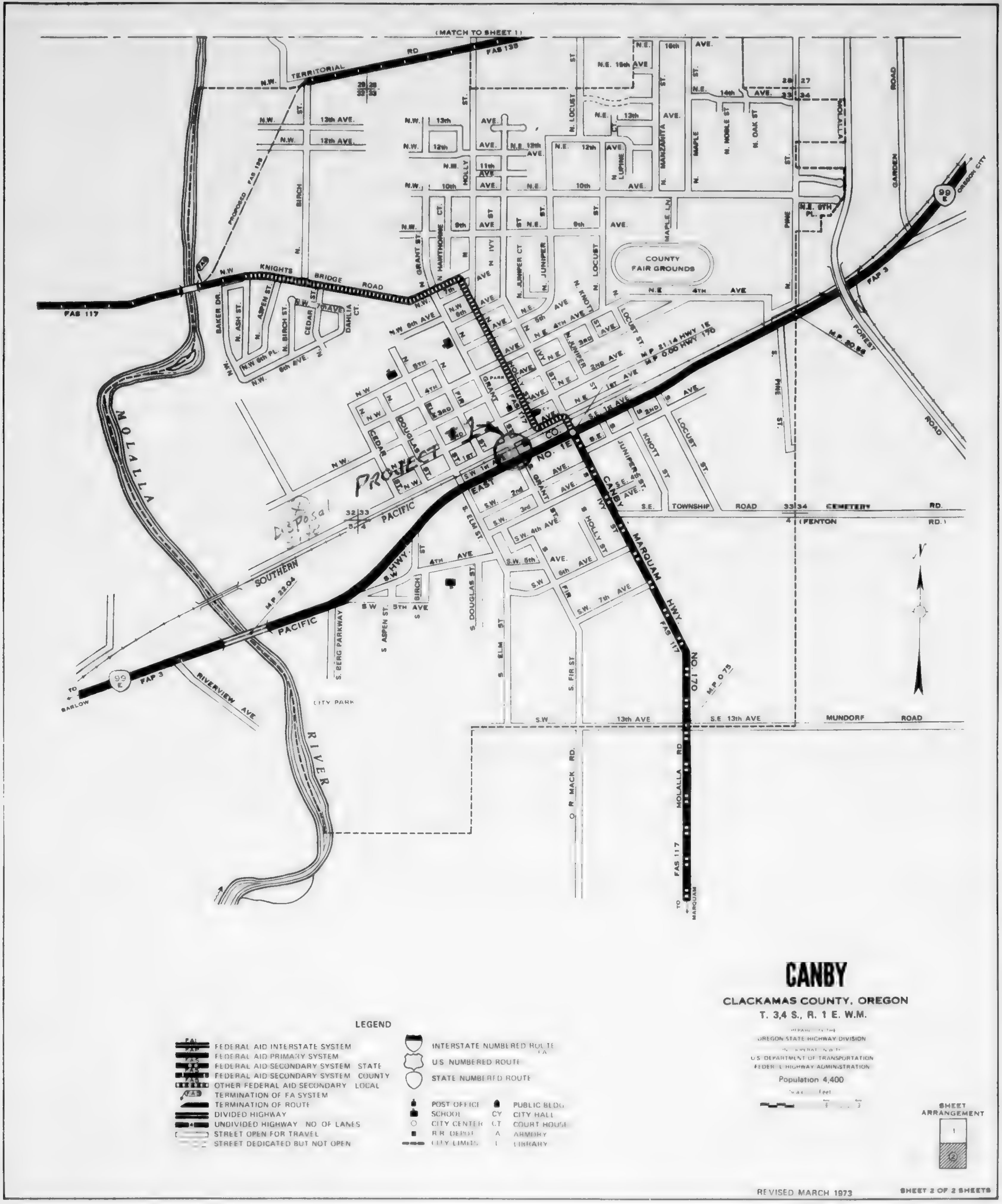
Please indicate site for disposal of excess excavated material: City pole yard + see attached street [illegible]

General remarks: ___

By ___
Mayor

By Harold A Wyman
City Recorder or City Manager

By ___
City Engineer



CANBY

CLACKAMAS COUNTY, OREGON
T. 3,4 S., R. 1 E. W.M.

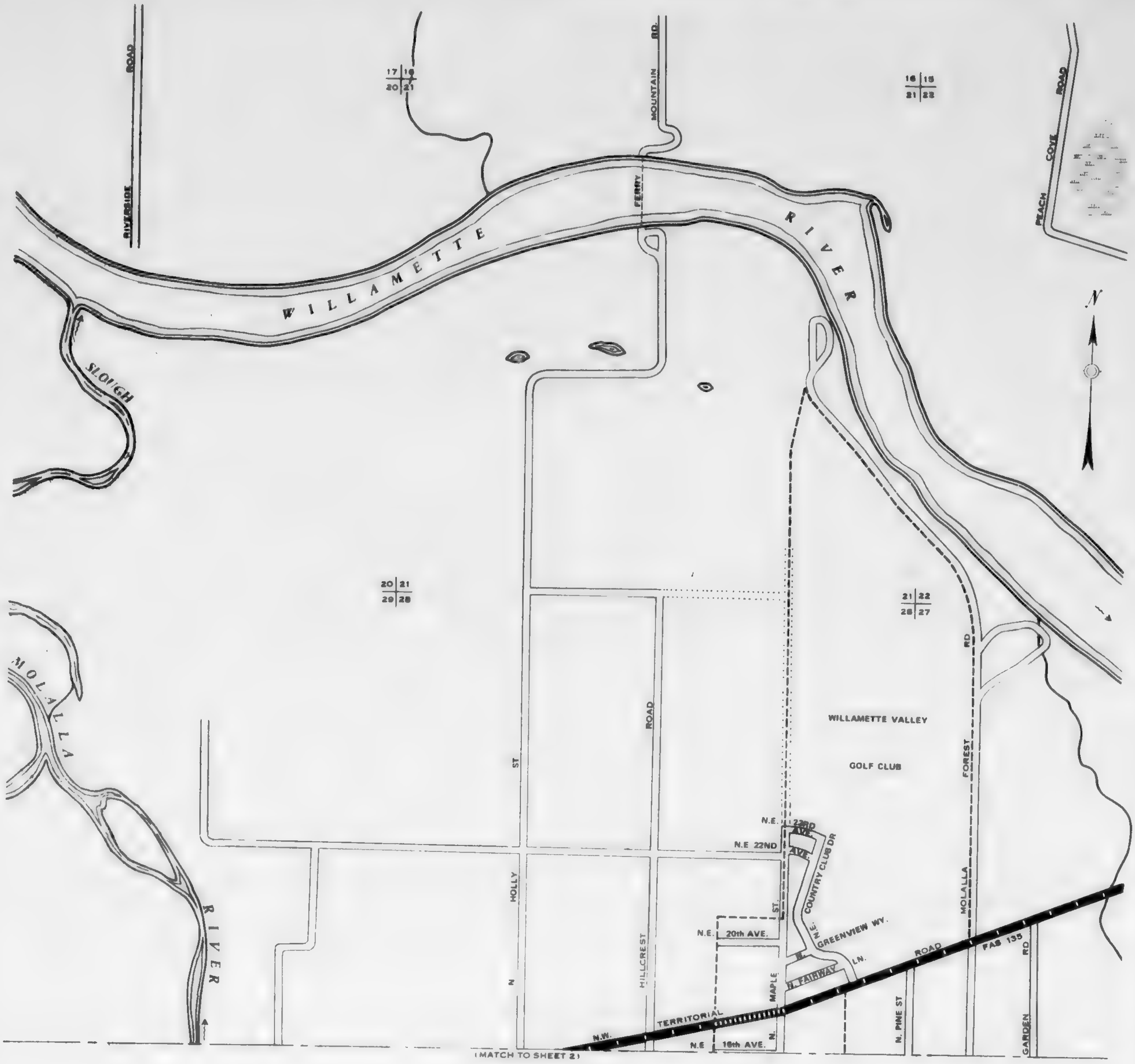
[illegible]
OREGON STATE HIGHWAY DIVISION
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,400

Scale [illegible] Feet

REVISED MARCH 1973

SHEET 2 OF 2 SHEETS



LEGEND

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- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
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- U.S. NUMBERED ROUTE
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●	POST OFFICE	●	PUBLIC BLDG
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
▬ ▬	CITY LIMITS	L	LIBRARY

CANBY

CLACKAMAS COUNTY, OREGON

T. 3,4 S., R. 1E. W.M.

[illegible]
OREGON STATE HIGHWAY DIVISION
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

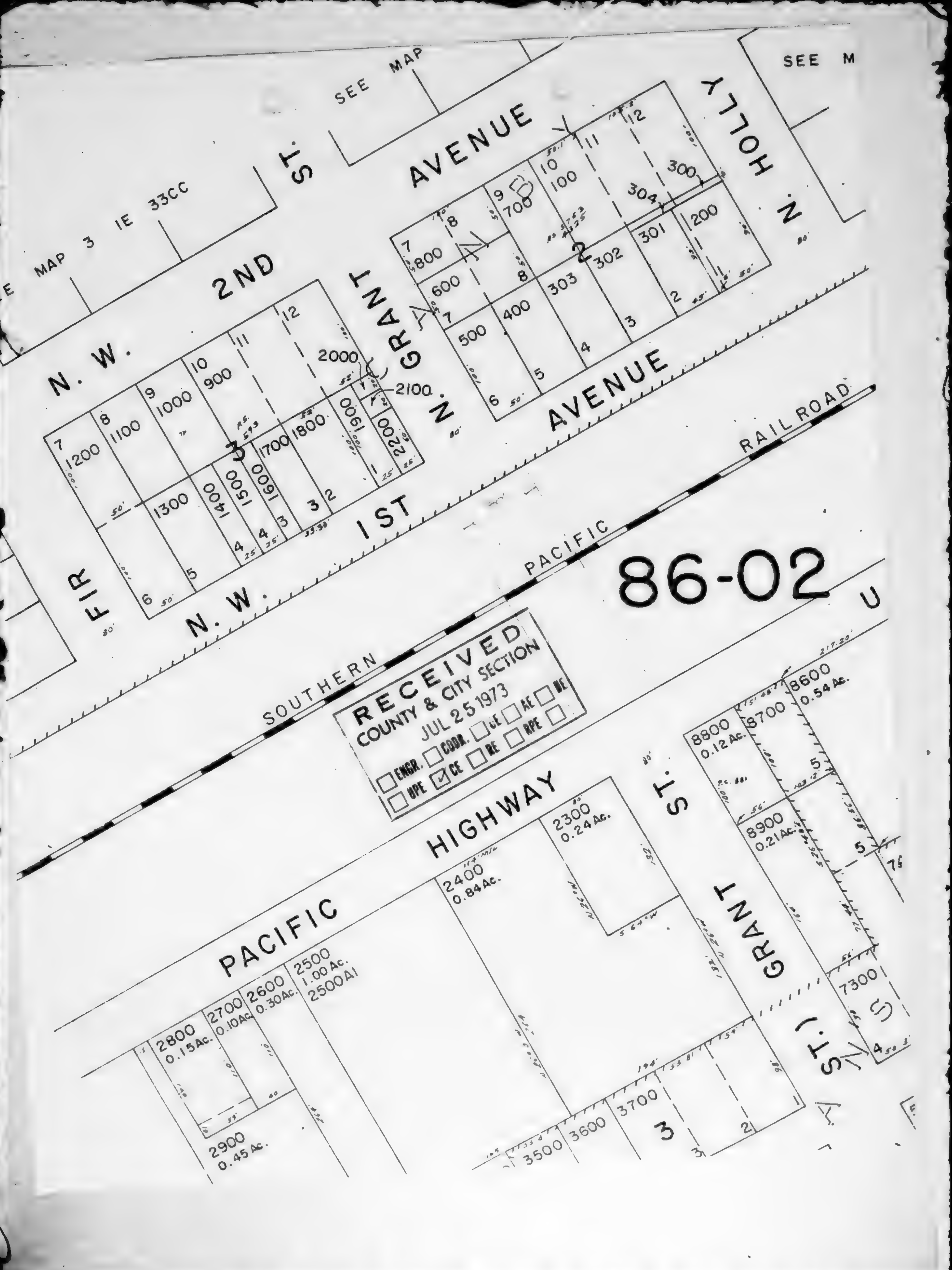
Population 4,400

[illegible] Feet

SHEET ARRANGEMENT
①
2

Revised March 1973

SHEET 1 OF 2 SHEETS


SEE MAP
SEE MAP 3 1E 33CC
SEE M
N.W. 2ND ST.
AVENUE
N. HOLLY
N. GRANT
N.W. 1ST AVENUE
FIR
SOUTHERN PACIFIC RAILROAD
PACIFIC HIGHWAY
GRANT ST.
ST.
U
1
2
3
7 1200
8 1100
9 1000
10 900
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7 800
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9 700
10 100
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12
300
304
301
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500
400
303
302
2300 0.24 Ac.
2400 0.84 Ac.
2500 1.00 Ac. 2500A1
2600 0.30Ac.
2700 0.10Ac.
2800 0.15Ac.
2900 0.45 Ac.
3500
3600
3700
8600 0.54 Ac.
8700
8800 0.12 Ac.
8900 0.21 Ac.
7300
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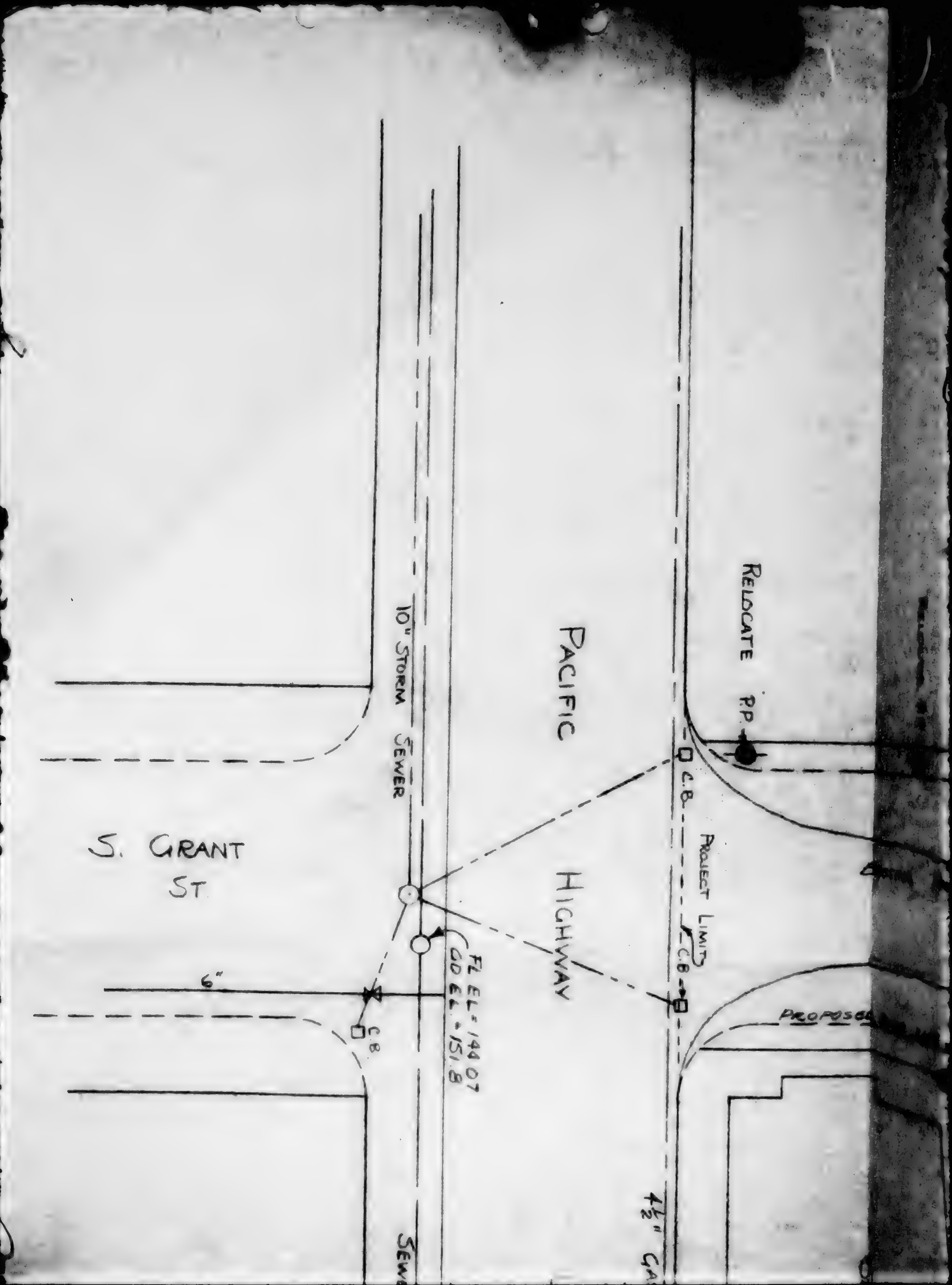
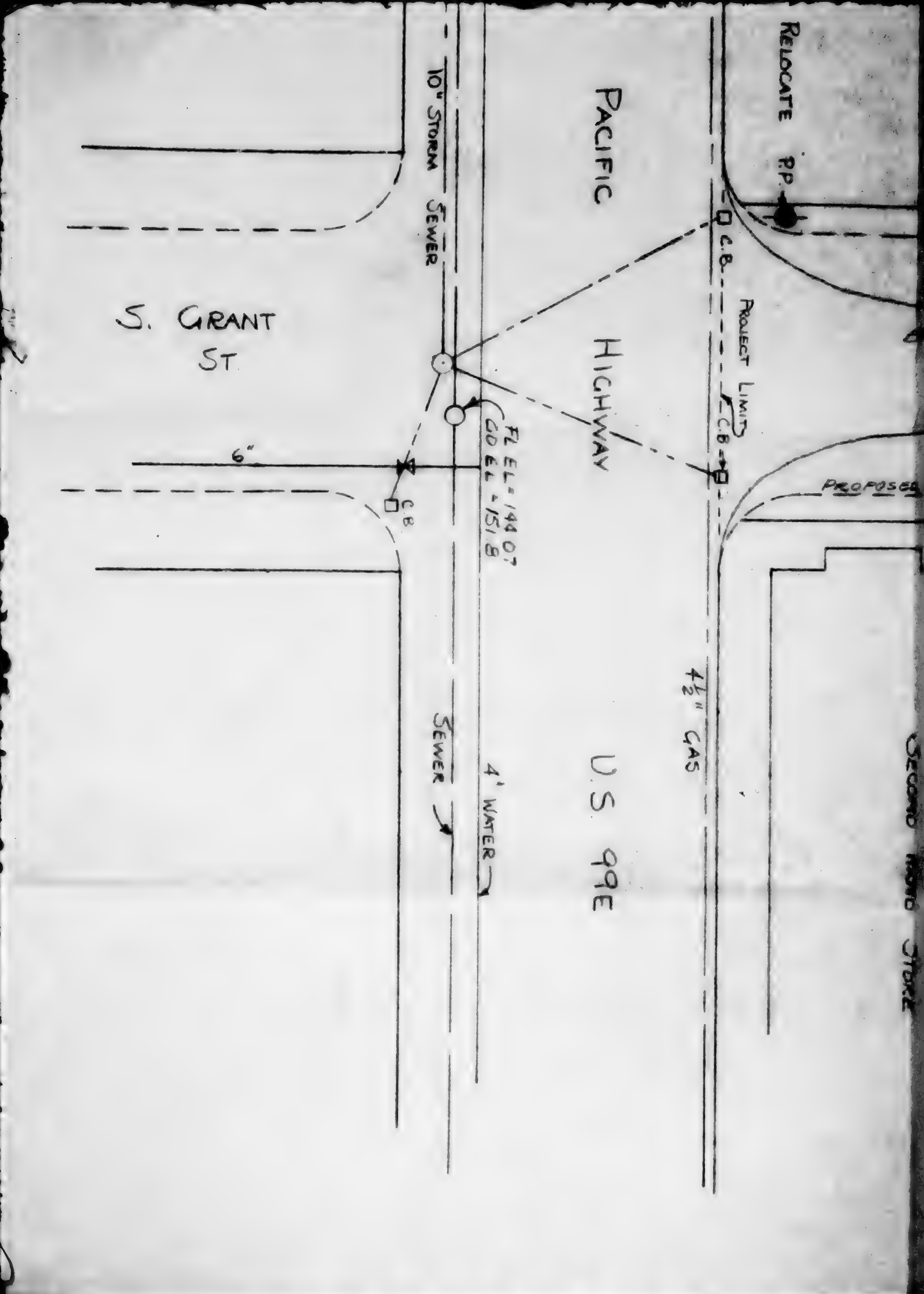
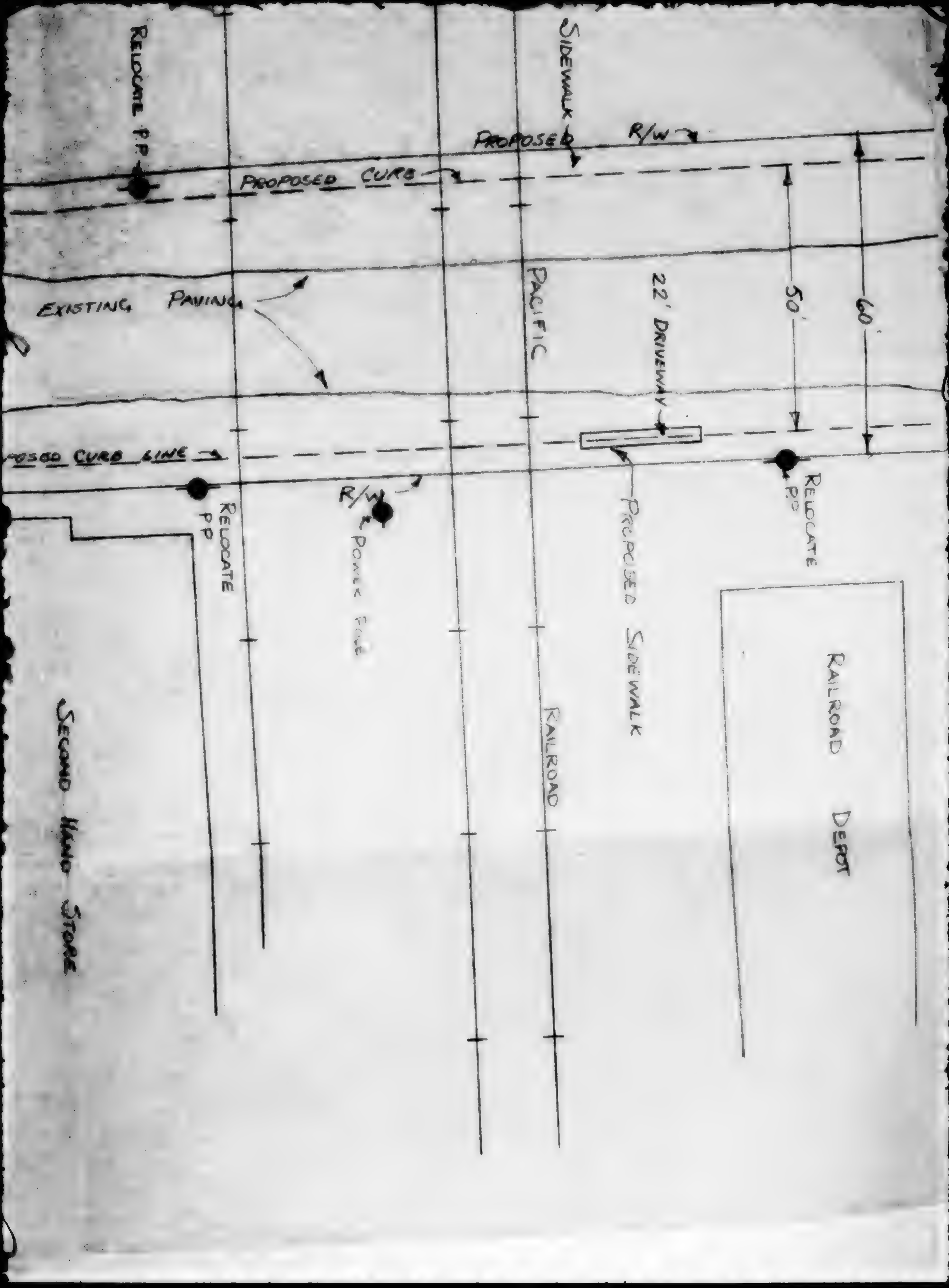
☐ RPE ☑ CE ☐ RE ☐ RPE ☐

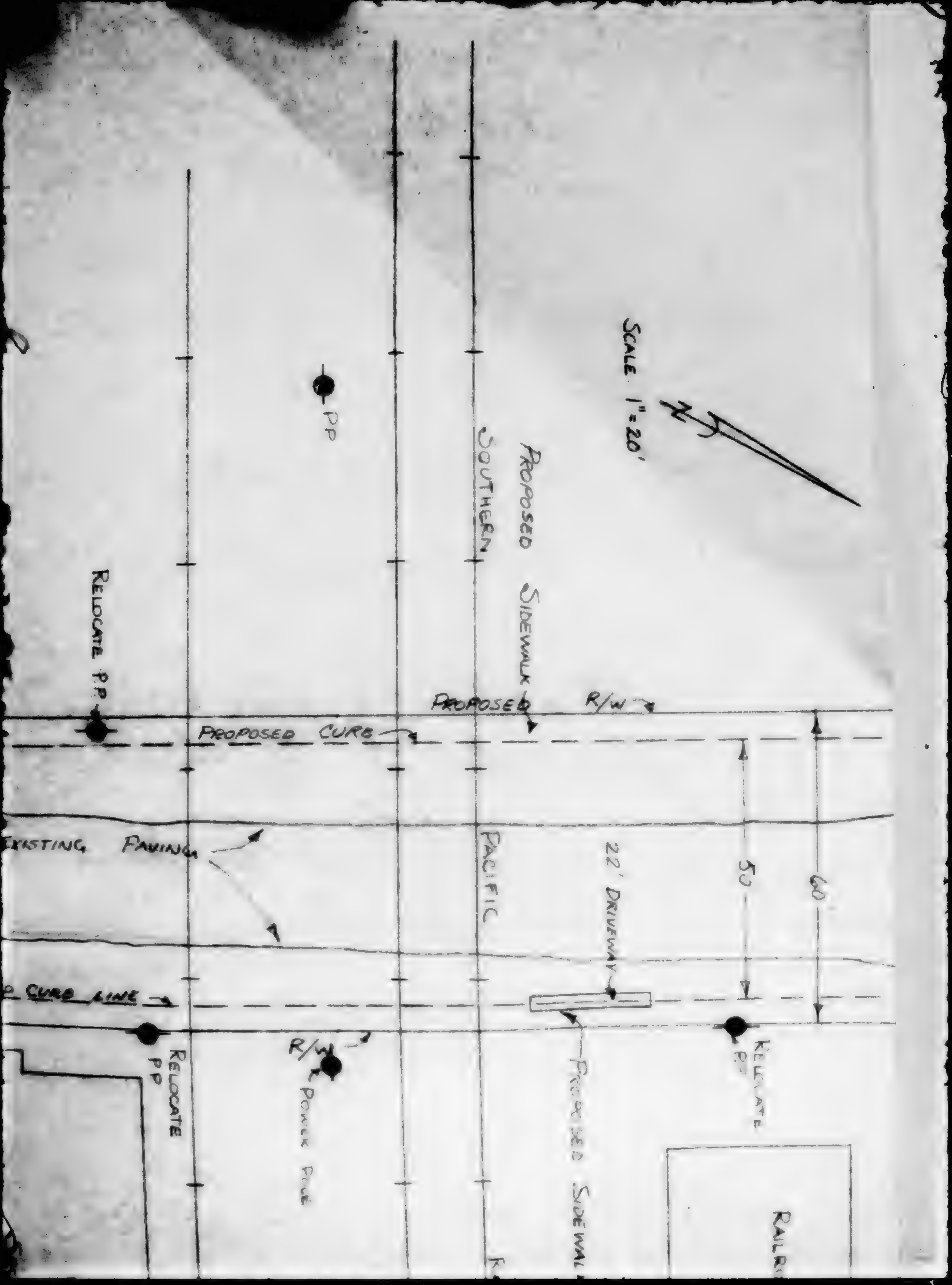
86-02

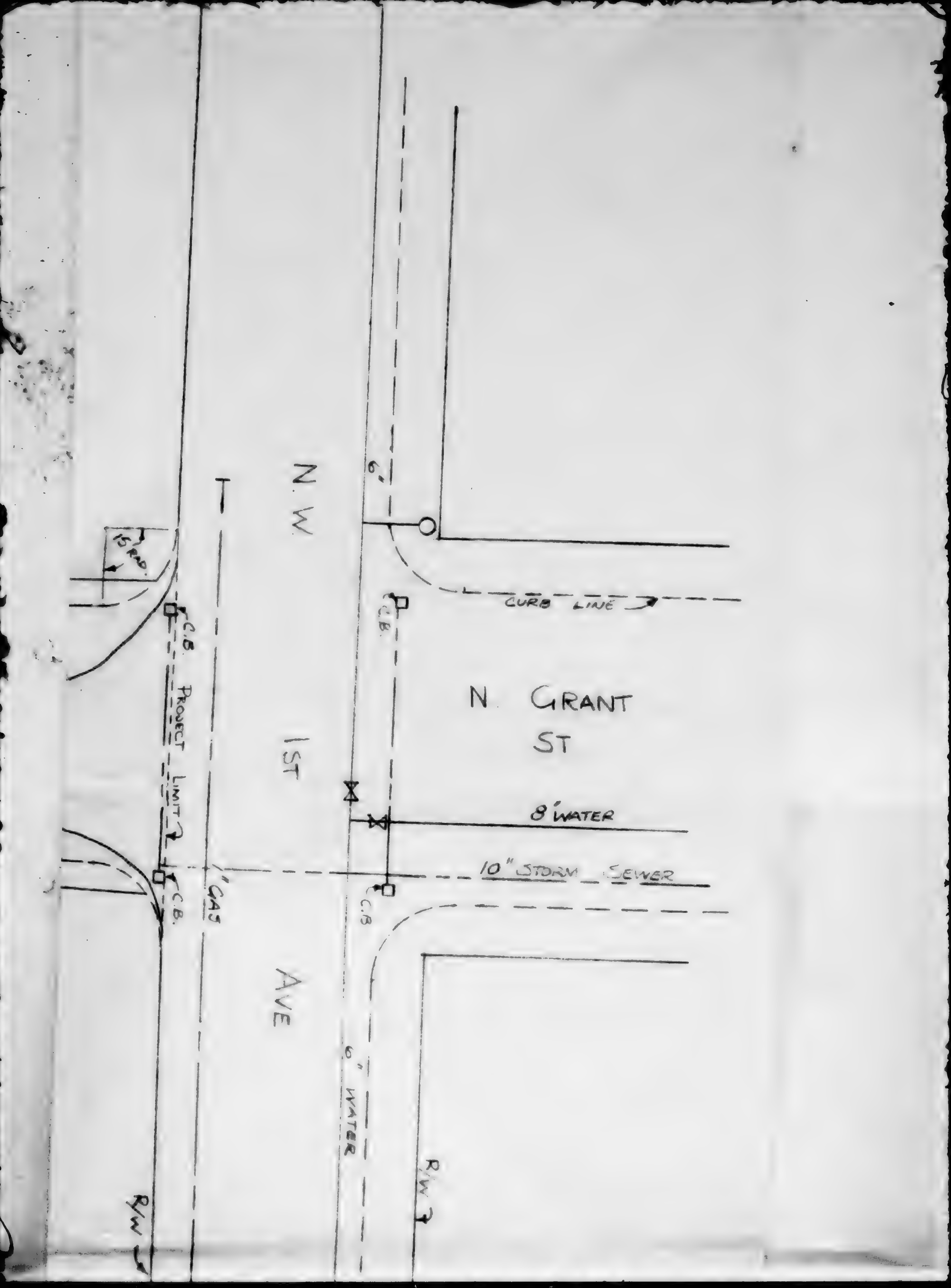


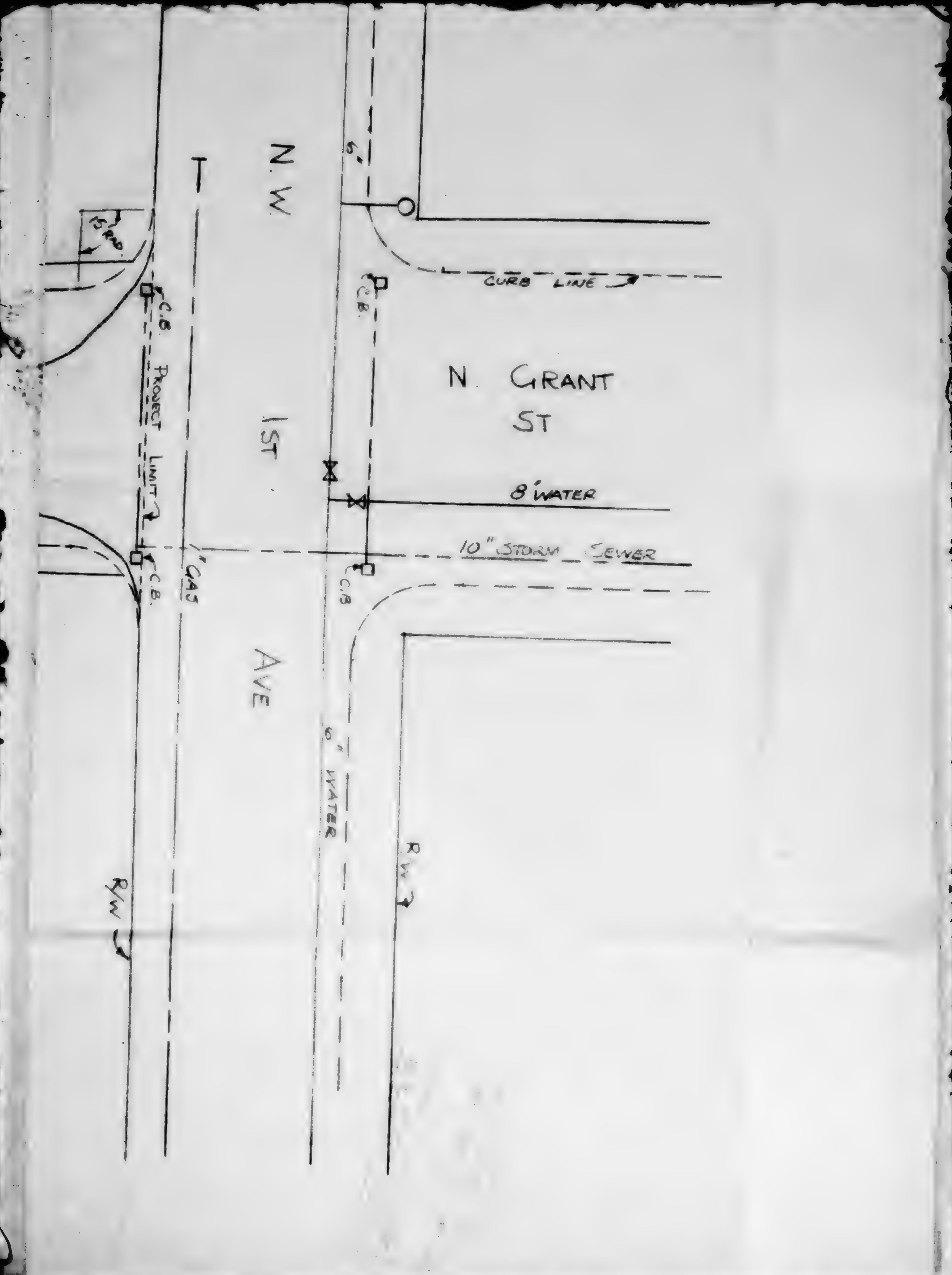
S. GRANT
ST
10" STORM SEWER
PACIFIC
HIGHWAY
RELOCATE P.P.
C.B.
PROJECT LIMIT
C.B.
FL EL = 144.07
GD EL = 151.8
6"
C.B.
PROPOSE
4½" GA
SEW


RELOCATE P.P.
PACIFIC
HIGHWAY
10" STORM SEWER
S. GRANT
ST
C.B.
PROJECT LIMIT
C.B.
FL EL = 144.07
GD EL = 151.8
6"
C.B.
PROPOSED
4½" GAS
U.S 99E
SEWER
4' WATER
SECOND HAND STORE


RELOCATE P.P.
SIDEWALK
PROPOSED R/W
PROPOSED CURB
EXISTING PAVING
PACIFIC
22' DRIVEWAY
50'
60'
POSED CURB LINE
RELOCATE P.P
R/W
POWER POLE
PROPOSED SIDEWALK
RELOCATE P.P
RAILROAD
RAILROAD DEPOT
SECOND HAND STORE


SCALE 1"=20'
N
PP
SOUTHERN
PROPOSED SIDEWALK
RELOCATE P.P.
PROPOSED R/W
PROPOSED CURB
EXISTING PAVING
PACIFIC
22' DRIVEWAY
50
60
D CURB LINE
R/W
RELOCATE PP
POWER POLE
PROPOSED SIDEWALK
RELOCATE P.P.
RAILRO
R


N. W.
1ST
AVE
N. GRANT
ST
6"
15' RAD.
C.B.
C.B.
CURB LINE
PROJECT LIMIT
8" WATER
10" STORM SEWER
C.B.
C.B.
GAS
6" WATER
R/W
R/W


N.W.
1ST
AVE
N. GRANT
ST
CURB LINE
8" WATER
10" STORM SEWER
C.B.
C.B.
C.B.
C.B
PROJECT LIMIT
GAS
6" WATER
6"
15' RAD.
R/W
R/W

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COUNTY & CITY SECTION
JUN 21 1973
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION No. CLVII

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area of heavy and unusual traffic; and

WHEREAS, the City of Canby is an incorporated city of the State of Oregon and has a population of 4,400 as given by the latest official census; and

WHEREAS, the following streets of said city, Elm Street between Highway 99 E and N. W. 1st Avenue, and Grant Street between 99 E and N. W. 1st Avenue are in disrepair. These two streets also cross the main route of the Southern Pacific R.R. and the railroad signals are inadequate due to increased population and more than normal traffic are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve;

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Canby does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Administrator as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of June, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads, described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canby at a regular or special meeting of said Council, held on the 18 day of JUNE, 1973, and the above copy is true and correct copy of the original and of the whole thereof.

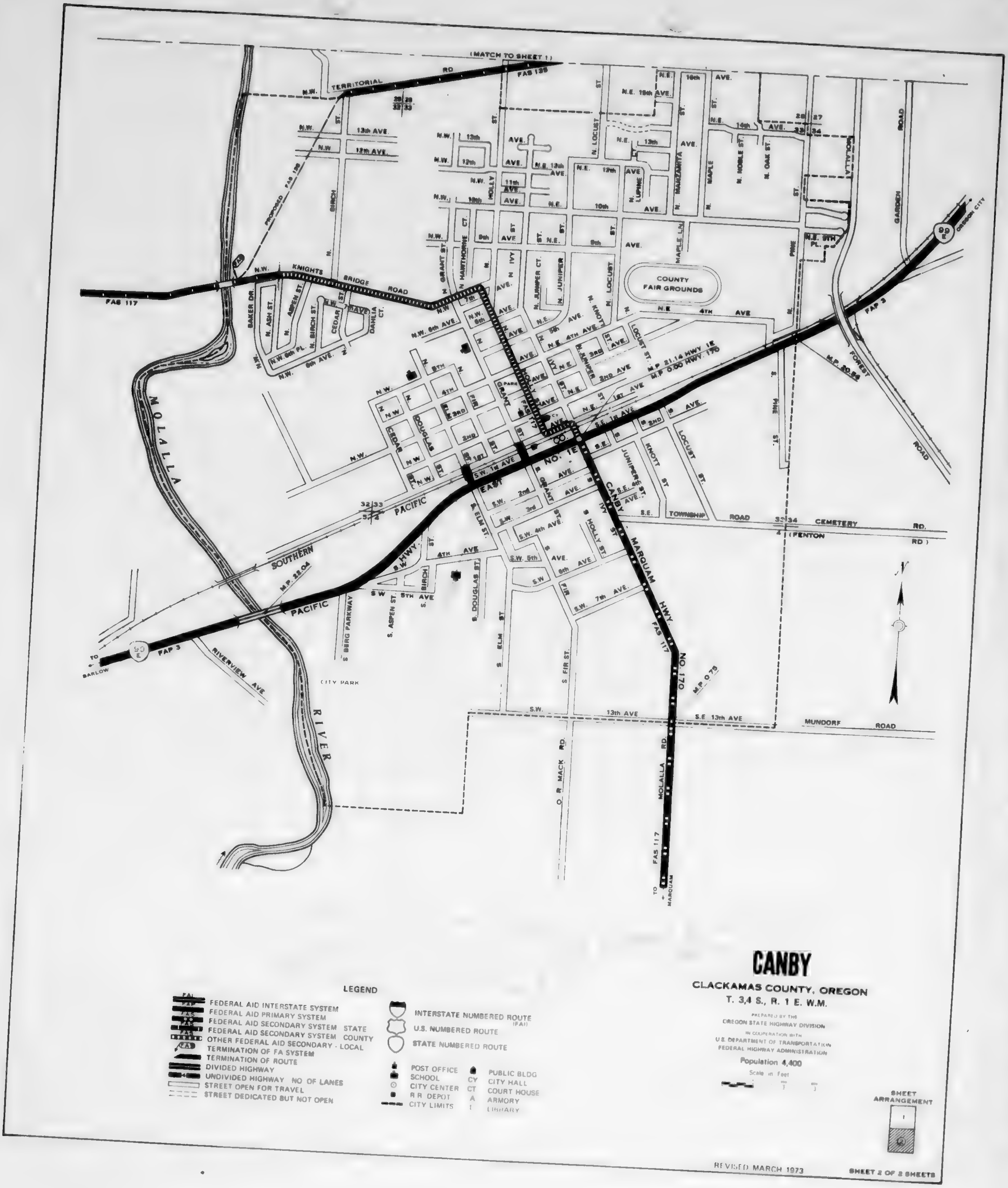
Dated this 18 day of June, 1973.

Richardson

Attest: City Recorder

Paul N. Roth

Mayor



CANBY

CLACKAMAS COUNTY, OREGON
T. 3,4 S., R. 1 E. W.M.

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,400

Scale in Feet

REVISED MARCH 1973

SHEET 2 OF 2 SHEETS

8197 Sage Hen Hill-Hines Sec of 1975
Central Ore Hwy W of Burns
(Grading and paving)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H.S. Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY HARNEY	DIVISION OREGON
DATE OF REPORT 10-28-77	REPORT MADE BY David B. Carter, Area Engr		PROJECT NO. RF-148(19)
COMPLETION DATE June7, 1976	ACCEPTANCE DATE BY CONTRACT AGENCY September 29, 1976	TIME ELAPSED 75 %	CONTRACT TIME 350 CWD
APPROVED EXTENSIONS None	LOCATION On U.S. 20 extending 13.4 miles westerly from near the west limits of Hines, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
NOV 3 '77
REFER TO
FOR
Info Inv R/D D/R Sign Act File

SAGE HEN HILL - HINES SECTION
CENTRAL OREGON HIGHWAY
GRADE, DRAIN, PAVE

11-3-77

The project provided for the reconstruciton of approximately 13.4 miles of the Central Oregon Highway near Hines, Oregon.

The project was awarded to Robert H. O'Hair and O'Hair Construction Company (J.V.) of Mount Shasta, California on May 23, 1975 in the amount of $1,363,416.00. The allotted contract time was 350 calendar workdays. The project was completed within the allotted contract time.

The final amount of the original contract items was $1,468,087.90 or a 7.7% overrun of the original contract amount of $1,363,416.00. The final project cost including engineering and all changes was $1,611,411.93. A copy of the Resident Engineer's statement of overruns and underruns is attached to the Division Office copy of this report.

All signing and striping for the project has been completed.

All participating work has been completed.

A final inspection of the project was made on June 16, 1976.

COPY SENT
NOV 2 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 10-31-77	TITLE District Engineer	DATE 10-31-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8197-13 STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 80-11)

ALL CARD: To be completed by Washington Headquarters Personnel

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE Oregon		COUNTY Harney	FEDERAL PROJECT NO. RF-14B (19)		URBAN RURAL ×
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		4251		June 3, 1975
20	FINAL CONSTRUCTION COST	DOL.	1,185,049		DATE COMPLETED June 7, 1976
21	LENGTH OF PROJECT	MILES	13.324		TOTAL NO. BRIDGES 0

PART B (To be completed by contractor. See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS 25,919	GROSS EARNINGS 424,973

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	443,657	
	9	PETROLEUM PRODUCTS	GAL.	163,010	
	1	CEMENT	BBL.	969	
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	1,059,422	
	4	LUMBER	BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	47,825	
CARD E	11	READY MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.	168,203	
CARD F	16	MISCELLANEOUS STEEL	LB.	500	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	2538	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	4215	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	175
		18	117
		24	250
		36	208
		48	78
		72	45
		54" Arch	12
		42" Arch	24
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

CARD G: Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

8197.

STATE COPY

1

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
10-49 + 10-50

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

n Approved; O M B No. 04-R2089

State
Oregon

County
Harney

Project Number
RF-148(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,549,621	$ 1,616,000
Federal funds	$ 1,211,648	$ 1,386,528
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantity and increase federal aid pro rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $220,047

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon October 11, 1976

Federal Aid Project
No. RF-148(19)

Sage Hen Hill-Hines Section

Central Oregon Hwy. In Harney County

Revised Project Agreement Estimate.

Type Code 4251

Roadway (Sta. 6053+00 thru Equa. 6081+01.86 = 952+50.00 to Sta. 1633+00) Subtotal on previous estimate of May 7, 1976			$1,377,441.45
Previous estimate of June 5, 1975 Asphalt Cement in Mixture	3,240 ton	85.00	275,400.00
Revised Estimate Asphalt Cement in Mixture	3,817 ton	85.00	324,445.00
	Net Increase		$ 49,045.00
	Subtotal		$1,426,486.45
	Engineering		189,513.55
	TOTAL		$1,616,000.00

Length of Project - - - - - - - - - -	13.419 miles
Cost of Roadway per mile- - - - - -	$120,426.26

*Federal Funds	$1,386,528.00
State Funds	229,472.00
TOTAL	$1,616,000.00

Group 1 - 100%
Contract No. - 8197
Prefix - 13-1051

*Increase Federal Aid Pro Rata to 85.8%

8197

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-151		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Harney
MODIFICATION NUMBER 2	5 14 76	Project Number RF-148(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,549,621	$ 1,549,621
Federal funds	$ 1,211,648	$ 1,549,621
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed June 12, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 337,973."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8:97

STATE COPY

15

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 5-79
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-14-76

Form Approved; O M B No. 04-R2089

State Oregon

County Harney

Project Number RF-148(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 12, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,546,364	$ 1,549,621
Federal funds	$ 1,209,102	$ 1,211,648
Other revisions		

This modification is made for the following reasons:

To include approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green (Division Administrator)

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 7, 1976

Federal-aid Project
No. RF-148(19)

SAGE HEN HILL-HINES
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

Revised Project Agreement Estimate.

Type Code 4251
Roadway (Sta. 6058+00 thru Equa. 6081+01.86 Bk. = 952+50.00 Ah. to Sta. 1633+00)

Subtotal of previous estimate of June 5, 1975		$1,374,546.00
California Pacific Utilities (SFO #1)	All Required	2,895.45
	Subtotal	$1,377,441.45
	Engineering	172,179.55
	Total	$1,549,621.00

Length of Roadway - - - - 13.324 Miles
Cost of Roadway Per Mile- $116,302.98

SUMMARY OF FUNDS

Federal Funds -	$1,211,648.00
State Funds -	337,973.00
Total Cost	$1,549,621.00

Group 1 - 100%

Contract No. 8197

Prefix: 13-1051

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-119	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE: Oregon COUNTY: Harney PROJECT NO.: RF-148(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, 13.5 mi. W. Hines E. 13.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	4-23-75	13.324

FUNDS Pro Rata 78.19 %

ESTIMATED TOTAL COST OF PROJECT $ 1,546,364	FEDERAL FUNDS $ 1,209,102

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-aid Project
No. RF-148(19)

SAGE HEN HILL-HINES SECTION
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

Project Agreement Estimate.

Type Code 4251
Roadway (Sta. 6058+00 thru Equa. 6081+01.86 Bk = 952+50.00 Ah. to Sta. 1633+00)

Furnishing Field Laboratory	1 only	1,000.00	$ 1,000.00
Mobilization	All Required		102,300.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	450 sq.ft.	4.00	1,800.00
Flagmen	1,000 hours	14.00	14,000.00
Pilot Car	400 hours	15.50	6,200.00
Clearing and Grubbing	All Required		5,000.00
Ditch Excavation	720 cu.yds.	5.00	2,160.00
General Excavation	109,700 cu.yds.	1.80	197,460.00
Trench Excavation	100 cu.yds.	10.00	1,000.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	3,000 M-gals.	6.00	18,000.00
Aggregate Subbase	100,000 tons	2.10	210,000.00
3/4" - 0 Aggregate Base	15,000 tons	4.20	63,000.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	25,000 tons	6.60	165,000.00
Class "C" Mod. Asphalt Concrete Mixture	23,000 tons	7.50	172,500.00
Asphalt Cement in Mixture	3,240 tons	85.00	275,400.00
Portland Cement Additive in Class "C" Mod. Mixture	230 tons	65.00	14,950.00
Asphalt in Tack Coat	80 tons	130.00	10,400.00
12-inch Culvert Pipe	172 lin.ft.	7.00	1,204.00
18-inch Culvert Pipe	128 lin.ft.	9.00	1,152.00
24-inch Culvert Pipe	240 lin.ft.	14.00	3,360.00
36-inch Culvert Pipe	216 lin.ft.	20.00	4,320.00
48-inch Culvert Pipe	58 lin.ft.	30.00	1,740.00
72-inch Culvert Pipe	44 lin.ft.	60.00	2,640.00
54-inch Arch Type Pipe	50 lin.ft.	50.00	2,500.00
Guard Rail, Type 2	1,375 lin.ft.	8.00	11,000.00
Guard Rail, Type 2A	875 lin.ft.	10.00	8,750.00
Guard Rail, Type 3	100 lin.ft.	16.00	1,600.00
Guard Rail Anchors, Type 1	14 only	300.00	4,200.00
Extra for Guard Rail Bridge Connections	4 only	350.00	1,400.00
Rail End Pieces, Type C	14 only	135.00	1,890.00
Extra for Asphalt Approaches	30 only	200.00	6,000.00
Guide Posts	400 only	15.00	6,000.00
Roadside Seeding and Mulching	42 acres	450.00	18,900.00
Membrane Waterproofing	216 sq.yds.	20.00	4,320.00
			$1,363,146.00

Additional Items

Stage Construction Striping	All Required	$ 1,000.00
Permanent Pavement Marking	All Required	3,000.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees (3 @ $800) (E.W.)	All Required	2,400.00
		$ 11,400.00
	Subtotal	$1,374,546.00
	Engineering	171,818.00
	Total	$1,546,364.00

Length of Roadway - - - - - 13.324 Miles

Cost of Roadway Per Mile- - $116,058.54

Retained in Program Status

California Pacific Utilities	All Required	$ 1,500.00
United Telephone	All Required	1,500.00
Permanent Signing	All Required	3,000.00
	Subtotal	$ 6,000.00
	Engineering	750.00
	Total	$ 6,750.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,546,364.00	$1,209,102.00	$337,262.00
Retained in Program	6,750.00	5,277.00	1,473.00
Total	$1,553,114.00	$1,214,379.00	$338,735.00

Group 1 - 100%

Contract No. 8197

Prefix No.: 13-1051

SAGE HEN HILL-HINES SECTION

Nonparticipating-State Work

Setting Mailbox Posts (Bid Item)	9 only	30.00	$ 270.00
Furnish Mailbox Posts	6 only	30.00	180.00
State Responsibility for Damages	All Required		1,000.00

8197

October 8, 1976

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On September 29, 1976, we wrote to you concerning release of final payment on Contract No. 8197 awarded to Robert H. O'Hair and O'Hair Construction Co., for work on Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

Final payment on this contract is $19,990.40 and the total contract amount is $1,477,526.23 including $904.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Robert H. O'Hair
and O'Hair Construction Co.
P. O. Box 3188
Redding, California 96001

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8197

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sage Hen Hill - Hines

WEEK ENDING: 7/24/76

SECTION PREFIX: 13-1051

HIGHWAY: Central Oregon

COUNTY: Harney

NAME OF JOB: Sage Hen Hill - Hines

KIND OF WORK: Grading and Paving

CONTRACTOR: Robert H. O'Hair & O'Hair Const. Co.

CONTRACT NUMBER: 8197

FEDERAL AID PROJECT NUMBER: RF - 148(19)

DATE OF CONTRACT: May 23, 1975

DATE WORK STARTED: June 3, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 350

WORK DAYS USED:

CALENDAR DAYS USED: 263

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 75

PROJECT AUTHORIZATION: $1,554,745.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $1,444,185.82

ENGINEERING AUTHORIZATION: $ 110,559.68

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,485,161.81

ENGINEERING COST TO DATE: $ 117,687.78

DATE PROJECT WAS COMPLETED: June 7, 1976

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 3 %

PERCENT OF AUTHORIZATION . . . 106 %

Semi-Final Submitted
July 8, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	13.4	13.4			13.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	13.4	13.4			13.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	109,700 CY	115,000 T			48,000 T
TOTAL QUANTITIES CORRECTED TO DATE	111,764 CY	123,098 T			48,923 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	111,764 CY	123,098 T			48,923 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Warm			
MONDAY	Cloudy - Warm			
TUESDAY	Cloudy - Warm			
WEDNESDAY	Sunny - Warm			
THURSDAY	Sunny - Warm			
FRIDAY	Cloudy - Warm			
SATURDAY				

RECEIVED
JUL 26 1976
CONSTRUCTION SECTION
Rigling
Kearney K
Bond B
Jackmond 9
Harwood
Johnsen
Walker
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed.
Final Report.

SIGNED B. N. Hatcher LOCATION Burns, Oregon
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Files

5059

FILED
MAR 24 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 23, 1976

7-16-76

Kobin & Meyer
Attorneys at Law
Suite 800
610 SW Alder St.
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

This is to acknowledge receipt of your letter of March 18, 1976, with attached Notice of Claim of Cody Logging & Construction Co. stating that Robert N. O'Hair and O'Hair Construction Company owes them for labor, materials and equipment in the amount of $158,087.68.

This appears to be in reference to the Robert H. O'Hair and O'Hair Construction Co., Contract No. 8197, grading and paving, Sage Hen Hill-Hines Section of the Central Oregon Highway in Harney County.

The U.S. Fidelity & Guaranty Company furnished the bond on the contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Robert H. O'Hair and
O'Hair Construction Co.
PO Box 3188
Redding, CA 96001

US Fidelity & Guaranty Co.
Portland Office
520 SW 6th Ave.
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

March 18, 1976

REGULAR AND CERTIFIED -
RETURN RECEIPT REQUESTED

Oregon State Highway Department
Transportation Commission
Salem, OR 97310

ATTN: Cecil W. Head

RE: Oregon State Highway Department
Contract Nos. 8197 and 8220

Gentlemen:

We are attorneys for Cody Logging & Construction Co. a subcontractor to the prime contractor relative to the captioned contracts, said prime contractor being a joint venture consisting of Robert N. O'Hair and O'Hair Construction Company, a California corporation.

Enclosed for filing and recordation Notices of Claim of Cody relative to the referenced contracts.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

JSS:dl
cc: Robert N. O'Hair
cc: O'Hair Construction Company
cc: United States Fidelity & Guaranty Co.
cc: Secretary of State, State of Oregon

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
HEAD

Notice of Claim
(ORS 279.526)

TO: OREGON STATE HIGHWAY DEPARTMENT -
Transportation Commission - State of Oregon
Cecil W. Head - Commission Services

NOTICE IS HEREBY GIVEN that the undersigned, CODY LOGGING AND CONSTRUCTION COMPANY, an Oregon corporation, a subcontractor directly to the hereinafter described joint venture, has a claim for labor performed and materials and equipment furnished in the sum of $158,087.68 against the bond taken from Robert N. O'Hair, an individual, and O'Hair Construction Co., a California corporation, authorized to do business in the State of Oregon as a joint venture, as principal, and United States Fidelity & Guaranty Company, a Maryland corporation, as surety, relative to the prime contract dated May 23, 1975 designated OSHD Contract No. 8197 (grading and paving on the Sage Hen Hill - Hines section of the Central Oregon Highway located in Harney County, Oregon).

DATED: March 16, 1976.

CODY LOGGING AND CONSTRUCTION CO.

By William
William Cody, President

cc: Robert N. O'Hair
cc: O'Hair Construction Co.
cc: United States Fidelity & Guaranty Co.
cc: Secretary of State, State of Oregon

RECEIVED
MAR 19 1976
COMMISSION SERVIC
DEPARTMENT OF TRANSPORTAT

8197

#5 5038 ✓ 5039

FILED
FEB 10 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 10 '76
ERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

February 6, 1976

Linn Sanitary Service
2725 SW 33rd
Redmond, OR 97756

Attn: Wesley O. Linn

3-2-76

Gentlemen:

This is to acknowledge receipt of your letter of February 4, 1976, advising us that Cody Logging & Const. (subcontractor) of O'Hair Const. Co. owes you for furnishing portable toilets on State Highway Contract Nos. 8197 and 8220.

From the description given in your letter, this appears to be in reference to the following contracts:

	Amount Owed
Contract No. 8197 - File #5038 Robert H. O'Hair and O'Hair Construction Co., Sage Hen Hill-Hines Section, Central Oregon Highway, Harney County	$170.00
Contract No. 8220 - File #5039 Robert H. O'Hair and O'Hair Construction Co., M.P. 5.3 to M.P. 15.5 Unit, Riley-Lake County Line Section, Lakeview-Burns Highway, Harney County	$188.73

The US Fidelity and Guaranty Co. furnished the bonds on these contracts which is given to assure completion of the contracts and payment of all bills incurred in them. We will advise the surety and principal contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claims have been satisifed.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED

CWH:rw

cc: US Fidelity & Guaranty Co.
520 SW 6th Ave.
Portland, OR 97204

Robert H. O'Hair and O'Hair
Construction Co.
PO Box 3183
Redding, CA 96001

nitary S
W. 33r
Ore.
t.
H
ce

Fe 4, 1976

Linn Sanitary Service
2725 S. W. 33rd
Redmond, Ore. 97756

C. W. Head Mgr. Hwy. Comm. Serv.
Room 121
State Hwy. Building
Salem, Ore. 97310

Dear sir,

I furnished portable toilets to cody Logging & Const. A Sub-Contractor of O'Hair Const. On the Sage Hen Hill to H Heins Construction project. Contract #8197 the unpaid balance of $170.00

The service was furnished on a mileage rate for delivery and so much a month for the units provided.

I also furnished portable toilets to theabove mentioned contractor on the Riley-Lake county line Sect. M.P. 5.3 to 15.5 unit contract #8220. The balance owed on this service in $188.73

Sincerely
Wesley O. Linn
Wesley O. Linn

RECEIVED
FEB 5 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8177 7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
November 25, 1975

FROM: Bob Aldrich
Regional Office Engineer

SUBJECT: Preliminary Striping Plans
Sage Hen Hill-Hines
Contract 8197

TO: D. N. Stoudenmeyer
Preliminary Design Supervisor

SALEM

We have reviewed the subject plans and would suggest only one alteration. We would like to eliminate some of the diagonal marks in the center of the long islands and just place these marks at each end of the islands, say for the first 50 or 60 feet. We are proposing this elimination because of the expense of installation and the continual maintenance problem.

RECEIVED
1 ✓
2 Ink
Scott
Swenson
R. Olson
Trout

/

BA:je

cc: B. N. Hatcher

#[illegible]177

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]-17-75

FEDERAL AID PROJECT NO.	RF-148(19)
STATE PROJECT NO.	Sage Hen Hill-Hines Section
COUNTY NAME	Harney
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	RF-45

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO
[illegible]
FOR

Info	Ideas	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	June 5, 1975
FEDERAL ROUTE NUMBER	Primary Route 21
STATE ROUTE NUMBER	Central Oregon Highway Route #7

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for California Pacific Utilities Company Power Line effective June 5, 1975. Reimbursement on an agreed lump sum basis of $2,895.45 - federal funds $2,264.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum dated March 31, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with the California-Pacific Utilities Company consisting of your Utilities & Railroad Engineer's letter, the utilities May 27, 1975 letter and the plans and estimate furnished by Mr. Preston's June 12, 1975 letter. Mr. Harlin Gerlach's Affidavit of the utilities property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-75		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-148(19)

STATE PROJECT NO.: Sage Hen Hill - Hines Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Harney

ITEM NO.: RF-45

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: July 25, 1975

FEDERAL ROUTE NUMBER: Primary Route 21

STATE ROUTE NUMBER: Primary Route 7

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's July 14, 1975 letter we approve the minor program change to extend the limits of the subject project 0.095 miles westerly to give an overall project length of 13.419 miles.

7-29-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE: 7-25-75

SIGNATURE OF APPROVING OFFICIAL: CRBurghardt

TITLE: for Division Engineer

FORM PR-1240 (REV. 8-70) . EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7177

R

~~PRO 6-2~~

July 14, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
D. E. SWAN
for L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. RF-148(19)
Sage Hen Hill-Hines Section

We hereby request your approval, as a minor program change, to extend the limits of the subject project 0.095 mile westerly to give an overall project length of 13.419 miles.

This extension of the project is necessary in order to include the construction of the A.C. pavement overlay required to connect with a previous overlay project. Enclosed is a copy of correspondence from Regional Construction Engineer Dale D. Allen, and Resident Engineer B. H. Hatcher, which contain additional information.

Upon your approval of this minor program change we will submit a revised project agreement estimate showing the revised limits.

CL:bb

Enc.
cc: E. S. Hunter
H. S. Coulter
C. T. Keasey
J. H. Versteeg
R. Hacek
D. E. Swan

5/9-7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8197

Salem, Oregon
July 10, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: Dorland E. Swan
Federal Aid Engineer

SUBJECT: Sage Hen Hill-Hines Section
Contract No. 8197
Project Extension

Herewith copies of field information requesting a minor extension of this project's limits. The request is for an additional 500 ft. to the west to connect with a previous overlay project and at an added estimated cost of $3,978. This has been discussed briefly with FHWA District Engineer Hossner and has his tentative approval.

Please proceed with the required program modification.

JAB:fr

Att.

cc: H. S. Coulter

RECEIVED
JUL 10 1975
Office of
Assistant State Highway Engineer

8197 4-30-75 R

U.S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: RF-148(19)

STATE PROJECT NO.: Sage Hen Hill-Hines Section

FROM:
GL. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ZF-45

COUNTY NAME: Harney

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
April 23, 1975	April 23, 1975	Primary Route 21 Primary Route 7

GENERAL LOCATION:

U. S. 20, 13.5 miles west of Hines, east 13.4 miles

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Temp. Erosion Control - $5,000
On-the-Job Training - $2,400

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Ruliens' April 21, 1975 request and certifying statements are accepted.

PS & E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

5-5-75
ORIGINAL TO
L.W. Rulien
Watt.

RECEIVED
MAY 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 04-30-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

F177

7

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
April 16, 1975

To: J. H. Versteeg
Road Design Engineer
Salem, Oregon

SUBJECT: **Sagehen Hill - Hines Section**
Buried Telephone Cable

Att: Bill Cole

In response to our telephone conversation of 4/14/75, I am submitting the following information that you requested on the buried United Telephone Service cable on the subject project.

The buried cable is located from 5 to 10 feet inside the existing fence from station 1356 to 1542 on the right (southerly) side. From station 1342 to 1356 it is located outside the fence in a field. At each end of this section it returns to pole lines. This overall section would be from M.P. 123+ to 127-.

The existing fence through this section meanders on and off the R/W which is apparently 100 feet throughout. It is well inside the R/W at the point where there could be possible conflict with the cable. This is the large fill located at station 1438. By flattening the slope to a 3:1 in this area, the cable and fence would be covered. By putting the slope on a 2:1, the catch will be inside the cable and fence. This would necessitate guardrail at this location.

It would be wise to mention or show this cable on the plans so that the contractor will be aware of its presence and can avoid it with his operations.

Here are some ties to the cable from center line:

Station	Dist. Rt.
1441	90 ft.
1440	83 "
1439	79 "
1438	75 "
1437	76 "
1436	76 "
1435	79 "
1434	79 "
1433	88 "

REFERRED TO
Beard
W. E. Cole
Eriksen
Hager
Return Discuss File Copy
BY FINAL DESIGN ENGINEER

B. N. Hatcher

B. N. Hatcher
Resident Engineer

BNH:kf

CC:
W. E. Schwartz
Harlin Gerlach
file

1. ·5177

FORM P-30 REV 10-69

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Versteeg
A. Olson 2
Terpin 7
Scott
Swenson
R. Olson
Trout

RECEIVED

ROAD DESIGN SECTION

7

Burns, Oregon
April 3, 1975

SUBJECT: Sagehen Hill - Hines Section
Preliminary Plans and
Special Provisions

To: W. E. Schwartz
Regional Engineer
LaGrande, Oregon

I have reviewed the subject project, Preliminary Plans and Special Provisions and am returning same with comments. They appear to be in order for the most part with a few exceptions as noted.

I don't think that the guardrail that I proposed from station 1433± on the right should have been eliminated. The fill here is high and it is on a curve to the left. Furthermore, I do not think that the toe of the fill will catch inside the existing R/W fence, if the slope is to be flattened in this area.

Suggest guardrail be installed
D Allen

There is no provision for what to do with the existing guardrail from station 1504 to 1514 on the right. It is type 2 railing in good condition. It is to close to the edge of the pavement to meet current standards. I imagine it was installed when the climbing lane was added to this section.

Some note on plans req'd.

The bid items for temporary signing and flagmen have been reduced significantly from our original estimate. I seriously doubt that the amounts now set up will cover these items. I anticipate that there will be a considerable amount of flagging on this project. The amount for temporary signs apparently allows only enough for one work area and construction speed signs at each end of the 13 mile long project only. I expect the contractor to work in two or three areas at the same time.

Check
Should have signs for 2 areas.
DG

Some of the culvert lengths have been reduced from our original estimate, but only by small amounts, which are probably insignificant. All of the other quantities appear to be in order.

In the future, I would appreciate getting enough copies of these documents, so that I may retain one set in my office.

Truly Yours,

B. N. Hatcher
B.N. Hatcher
Resident Engineer

BNH:kf

REFERRED TO
Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

4/7/75
Forward to Terpin. D Allen

R

TRANSACTION NUMBER 4-17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON

BY (Signature) MR. RULIEN'S MARCH 21, 1975 LETTER

DATE 3-31-75

TITLE PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 45 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
45	RF-148(19)	13.4	1,500,000	1,172,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SAGE HEN HILL - HINES SECTION	HIGH TYPE PAVEMENT OVERLAY WITH RELATED GRADING AND DRAINAGE FOR CLIMBING LANES, CHANNELIZATION AND SAFETY REVISION OF ROADWAY SLOPES AND APPURTENANCES.

RECEIVED
STATE HWY ENGR
APR 2 '75
REFER TO
FOR

REMARKS (Division)

AS REQUESTED IN MR. RULIEN'S MARCH 21, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION STATED ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS IS A NON MAJOR ACTION.

YOU ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE ABOVE PROJECT.

4-3-75
ORIGINAL TO
L.W. Rulien

DATE ____ RECOMMENDED SIGNATURE AND TITLE ____

DATE 3-31-75 APPROVED SIGNATURE AND TITLE ____

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

3197

8197

R

Robert W. Straub
XXXXXXXXXX

March 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-148(13)

We are submitting program data for one project, Item No. 43, Project No. RF-148(13) "Sage Hen Hill - Hines Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on April 24, 1975.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provide substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Enclosures
CL:wm

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-21-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) U.S. 20 13.5 mi. W. Hines E. 13.4 mi. 21 65	ADT	PRESENT 1,400	FUTURE 2,200 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr. H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 148	

CARD 1	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Harney				CODE 02
	NAME OF URBAN AREA – – 17-31	ROUTE NO. P	FEDERAL-AID 21 (32)	STATE 7 (36)	U.S. 20 (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		U.S. 20, 13.5 mi. W. Hines E. 13.4 mi.					
5					ROW							
5					CONST (CODE) (Safety) 4251		"Sage Hen Hill - Hines Hines Section"	13.4	1,500,000	1,172,800	327,200	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	13.4	1,500,000	1,172,800	327,200	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

Additional Data: Item 27; P

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-21-75

PROJECT LOCATION (45 typewriter spaces) U.S. 20 13.5 mi. W. Hines E. 13.4 mi.	**ADT**	PRESENT 1,400	FUTURE 2,200	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073
								ITEM NO. 45

OSED WORK (35 typewriter H.T. Pave	NATL. FOREST	FH ROUTE NO.	BUY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) RF- · NUMBER 148 · SEQ. NO. (19)
								I. Projects Only: POST MI. DESIG.

FUNDS: Rural Primary

EA: - -

COUNTY NAME: Harney · CODE 025

ROUTE NO.: P · FEDERAL-AID 21 · STATE 7 · U.S. 20

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		U.S. 20, 13.5 mi. W. Hines E. 13.4 mi.						Gr. Dr., H.T. pavement overlay consisting of travel lanes, shoulders and climbing lanes, channelization, safety revisions of roadway slopes and appurtenances.
ROW								
CONST (CODE) (Safety) 4251		"Sage Hen Hill - Hines Hines Section"	13.4	1,500,000	1,172,800	327,200		ROW - 200' normal access control - Partial Parking Restrictions - none Utility adjustments required including prep. work.
ARED BY		PROJECT TOTALS	13.4	1,500,000	1,172,800	327,200		

RAM APPROVAL DATES

REMARKS

Additional Data: Item 27; Project No. RF-148(17).

-over-

USCOMM DUSCOMM-DC 48908-P61

SAGE HEN HILL - HINES SECTION

PROJECT NO. RF-148(19)

Project Data: Work under this project consists of grade, drain, high-type pavement overlay necessary to widen and reconstruct the existing roadway facility to provide basically two 12-foot lanes with 4-foot paved shoulders and climbing lanes. Channelization (0.5 mile south of Hines) to provide left turn refuge lane for both east and west bound traffic and safety revisions to slopes, guardrail and incidental work common to this time of project.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory aggregate source sites for all or a portion of the aggregate subbase material needed for the construction of the project. If mandatory aggregate source sites are specified, justification for mandatory use of the site or sites will be submitted as a separate action.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA January 6, 1975.

Note:

(1) On-the-job tranees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District #2.

2117

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 4, 1975

FROM: W. E. Cole
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Sage Hen Hill-Hines Section
Central Oregon Highway
Harney County
(Material Source)

On February 24, 1975, Dale Allen, Region Construction Engineer, informed me by telephone that Resident Engineer, Barry Hatcher, will work up a development plan for a prospective material source. On February 27, 1975, Hatcher sent in three vicinity maps and requested that we return prints of same so that he could work up the development plans to provide approximately 45,000 cubic yards.

WEC:jh
cc: Gary Potter
Dale Allen
Barry Hatcher
C. G. Swenson
D. L. Trout

8177

7

Salem, Oregon
March 4, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48519 - Hines Lumber Co.
Sage Hen Hill - Hines Section
Central Oregon Highway
Harney County

Attached is a description, an authorization and Right of Way prints covering Right of Way for the subject section, which is scheduled for April 24, 1975.

Please note that Parcel 2 of this file covers the two temporary easements for the construction of Hines Road approaches, which were optioned under old File 21613.

Also note that reactivated File 21614 (Fay) has been revised and is also required for this project.

BY: S
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

____Versteeg____
____A. Olson____
____Terpin____
____Scott____
____Swenson____
____R. Olson____
____Trout____

RECEIVED
MAR 4 - 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/__
Other____

5177 7

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE March 3, 1975

TO Hal Versteeg

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT File No. ~~21613~~ 48519
(Edward Hines Lumber Co.)
Sage Hen Hill-Hines Section
Central Oregon Highway
Harney County

Attached find copy of letter, Carter to Chatwood, dated February 19, that explains several facets of the right of way problems on this file.

KAC:jk
cc: Don Harwell
attachment

Versteeg
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 3 - 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
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Bring Up / /
Other

REFERRED TO
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[✓ Cole]
Erikson
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Sample
Watson
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
February 19, 1975

FILE:

FROM: Ralph V. Carter
Regional Appraiser

TO: K. A. Chatwood
Administrative R/W Agent

SALEM

SUBJECT: File No. 21613
(EDWARD HINES LUMBER CO.)
Sage Hen Hill-Hines Section
Central Oregon Highway
Harney County

RIGHT OF WAY SECTION
RECEIVED
FEB 20 1975

Re: Easement at Station 1602+50 and 1608+00 and width of Right of Way

I have optioned the two (2) access point easements as described by telephone by you on February 14, 1975. I did not write a description but attached an Exhibit "A" which is a drawing of the Right of Way and the areas of the easements. I have explained that the Company will receive an easement with the descriptions.

They sent the option in to Chicago and received a call back from R. F. Brodl and Paul Ehinger, Vice President. They said the six (6) months was not enough time to construct and suggested that the easement be until we finish construction on the Sage Hen Hill-Hines Section. Mr. Joe Miles relayed this information.

He also states they are in the process of building a Tire Shop on the West side of the highway -- Station 1602+50 to about 1606+00. He suggests that we buy an extra 50 feet from them in the area of the former Fay property, Station 1599+00 to Station 1611+25 on the West side. We show a File 21614 on this and evidently the file was cancelled.

Hines Lumber Company now owns this and they think the State should buy the 50 feet making a 150 foot R/W.

We have 150 foot total -- Station 1611+25 to 1624+50 on the Hines side of this Fay property and 1586+00 to approximately 1599+00 on the Sage Hen Hill side of the property.

Hines Lumber Company feels that obtaining this wider section will keep us from ever wanting to get in closer to the plant.

Map No. 7B-25-14 of this section indicates we may have less than 100 feet in part of this section.

Joe Miles said they would accept any reasonable consideration. They also are going to use the area on the West side for gypo trucks and other uses.

It is my opinion as long as the Company is willing we should buy this strip now.

I believe Mr. Barry Hatchers' (Resident Engineer) Location Survey is now in the Regional Office and this may assume more R/W than we have.

Ralph V. Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

cc: W. E. Schwartz

8197 R

1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

February 18, 1975

cc's sent 2-20-75

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin (2)
W.E. Schwartz (2)

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

RE: Little Fork Malheur River (Action) Bridge Section
Van-Dewusey Road, FAS 458
Harney County

Sagehen Hill - Hines Section
Central Oregon Highway
Harney County

[illegible]
E. S. HUNTER

The Wildlife Commission staff has reviewed prospectuses for the above mentioned projects and requests to be advised as additional planning develops.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon

JL:lo

RECEIVED
[illegible]

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8177

7

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE February 12, 1975

TO Verne Allen

K. A. Chatwood

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT Hines Lumber Company
Refuge Lane Construction
Sage Hen Hill-Hines Section
Central Oregon Highway
Harney County

I have made arrangements with Ralph Carter to negotiate a rush acquisition from Hines Lumber Company for an improvement of the highway in front of the main gate at Hines, Oregon.

Mr. William Lovelace is to appraise the property and you are to review the appraisal before Mr. Carter makes the offer.

I am sending a sketch of the area and a copy of an appraisal made by Mr. Carter in the vicinity to Ralph in care of Mr. Barry Hatcher in Burns.

Use prefix #13-2006.

Please option or obtain a permit of entry.

KAC:jk
cc: Ralph Carter
Hal Versteeg
Attn: William Cole
attachments

/ Versteeg ✓
A. [illegible]
✓ Terpin T
Scott
Swanson
P. Olsen
Trout

RECEIVED
FEB 13 1975
ROAD DESIGN SECTION

Requires Reply ☐
[illegible] Approval ☐
[illegible] Map ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
[✓ Cole] Beard Reed
Erikson Sampson
Hager Watson
Wolfe
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

3177

2-1-75

2

PREFIX NO. 13-1979

LOCATION PROSPECTUS
SAGEHEN HILL-HINES SECTION
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

HIGHWAY: Central Oregon. State Primary No. 7; Federal-aid Primary No. 21.

TERMINI: The westerly terminus is at MP 115.2 which is 0.19 mile east of intersection of Pine Spring Basin Road with Central Oregon Highway. The easterly terminus is at MP 128.0 which is 0.73 mile west of south city limits of Hines with the Central Oregon Highway.

LENGTH: 12.8 miles.

PROGRAM: Federal-aid.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening, overlaying, drainage and safety improvements on existing alignment within existing right of way. The SMV lanes are to be extended as required. No special drainage problems. Soils investigations will be conducted. An economic analysis is not required at this time.

CHARACTERISTICS: Present ADT is 1,000; projected ADT is 1,600.

STANDARDS: Class "B". Deviations from State or AASHTO standards are anticipated.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders. Passing bays will be extended where required. To justify the 4-foot shoulders, the existing highway has 4-foot or less shoulder widths from Horse Ridge to Sagehen Hill. There is no plan within existing programs to widen these shoulders to AASHTO standards in the foreseeable future; therefore, the proposed project will be designed for a 4-foot shoulder to be compatable with the section of highway to the west.

ACCESS: No change.

STRUCTURE: Willow Creek at MP 121.59.

SURFACING: To be determined by Soils Unit.

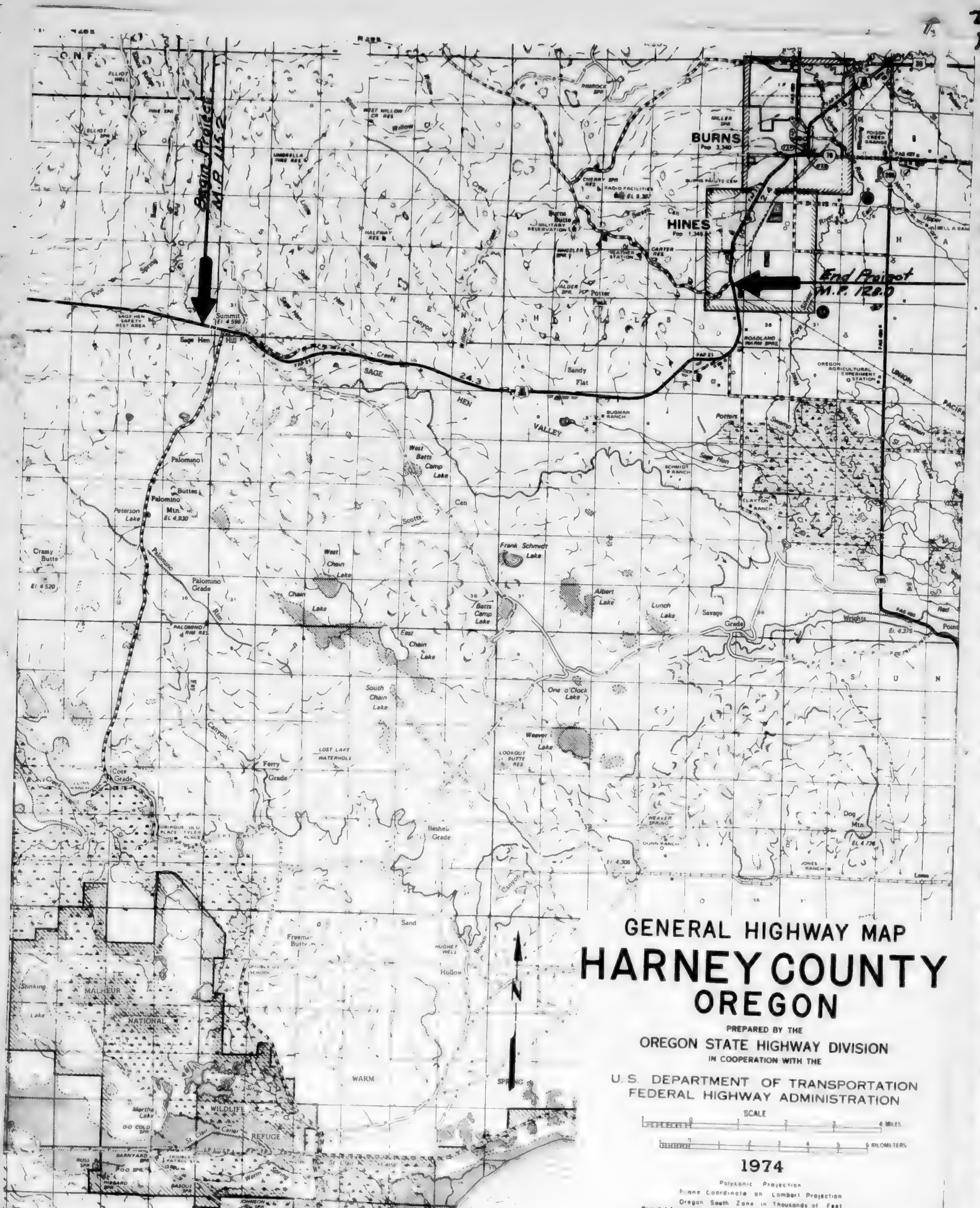
MATERIAL: Source to be located during survey.

ADD'L FACILITIES: None affected.

AGREEMENTS: None anticipated.

PARKS: None.

Attachment
February 4, 1975



GENERAL HIGHWAY MAP

HARNEY COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
1 0 1 2 3 4 MILES
1 0 1 2 3 4 5 6 KILOMETERS

1974

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet
Compiled from recent maps of the U.S. Geological Survey, Bureau of Land Management, U.S. Forest Service, Oregon State Highway Division surveys and maps

SHEET 5

Oregon State Wildlife Commission
Fish Commission of Oregon
Federal Highway Administration (3)
W.E. Schwartz (6)
A.E. Johnson
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
L.W. Rulien
J.H. Versteeg
V.D. Woffe
J.M. Cartwright (3)
H.S.Cox (2)
B.L. Gifford
Gary Potter (4)
A.D. Olson
R.E. Olson
J.A. Rowland
R.E. Royer
D.E. Swan
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (3)

NOTED
E. S. HUNTER

RECEIVED
[illegible] 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

177

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
January 27, 1975

FILE:

FROM: Vernal Moore
Region Geologist

TO: Mr. W. E. Schwartz
Region Engineer

SUBJECT: Materials Sources
Sagehen Hill - Hines

☐ RE ☐ ROE [illegible] RDE
☑ ROE JAN 2 [illegible] ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Two quarries have been sampled which could be used on the subject project.

One is state owned, located at MP 122.4, IR-1-634. Lab #23960 shows the rock to be suitable. It is either a welded tuft or rhyolite that shoots a little on the blocky side, but not enough to make it unusable.

The other is a privately owned quarry 2.0 miles left of MP 128.72. It is owned by Mr. Dick Hotchkiss. Lab #26241 show this material to be suitable. I recommend that Mr. Hotchkiss be contacted to see if an agreement can be reached for use of this pit.

Both pits should be listed as prospective sources.

VLM:fv

cc: B. Hatcher

R

12-23-74

TRANSACTION NUMBER 12-61

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 12-23-74
BY (Signature): L.W.RULIEN'S DECEMBER 17, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 27 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
27	RF-148(17)	12.8	38,500	30,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SAGE HEN HILL-HINES SECTION. HARNEY COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING

RECEIVED
HWY ENGR
DEC 2 '74
ER TO
FOR

REMARKS (Division)

I CONCUR THAT LOCATION/DESIGN IS NOT A FACTOR IN THE DEVELOPMENT OF THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

Rulien
12-30-74

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 12-23-74
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8197

December 17, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-148(17)

We are submitting program data for one preliminary engineering project, Item No. 27, Project No. RF-148(17) "Sage Hen Hill - Hines Section," which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We hereby request your concurrence that location/design is not a factor in the development of this project. We further request concurrent with approval of the program authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

CL:wm

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 12-17-74

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 20 13 Mi. W. Hines E. 12.8 mi. 21 65	**ADT**	PRESENT 1,400 (66)	FUTURE 2,200 (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME OREGON	ST CO

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 148	SE (1

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Harney				CODE 025 (14) (16)	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 21 (32)	STATE 7 (36)	U.S. 20 (37) (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		US 20, 13 mi. W. Hines E. 12.8 mi.	12.8	38,500	30,100	8,400		P.E inc pre
5					**ROW**								(Fu cli Ove rev slo ins gua
5					**CONST** (CODE)		(Sage Hen Hill - Hines Section)						ROW Acc Pa
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	12.8	38,500	30,100	8,400		Par No
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS		

ESTIMATED PROJECT COST BY PHASES

-OV

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-17-74

PROJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 20 13 Mi. W. Hines E. 12.8 mi.		1,400	2,200	94	10	OREGON	41	073	27

OSED WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
gineering								RF-	148	(17)		

FUNDS
ural Primary

COUNTY NAME: Harney
CODE: 025

ROUTE NO. P — FEDERAL-AID: 21 — STATE: 7 — U.S.: 20

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE		US 20, 13 mi. W. Hines E. 12.8 mi.	12.8	38,500	30,100	8,400		P.E. all phases including PS & E preparation. (Future extension of climbing lanes, A.C. Overlay, Safety revisions of roadway slopes, signs and installation of guardrail)
ROW								
CONST (CODE)		(Sage Hen Hill - Hines Section)						ROW - 200' normal Access control - Partial Parking restrictions - None
		PROJECT TOTALS	12.8	38,500	30,100	8,400		

ARED BY

RAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48505-P61

SAGE HEN HILL - HINES SECTION

PROJECT No. RF-148(17)

Existing Facility:

2-lane Roadway: MP 116.56 to MP 125.58 and MP 126.36 to MP 128.30 22-foot A.C. Pavement with 4-foot shoulders.

3-lane Roadway: MP 115.50 to MP 116.56 33-foot AC pavement with 4-foot shoulders.
MP 125.58 to MP 126.36 36-foot A.C. pavement with 4-foot shoulders.

Structure: Willow Creek Bridge, 62-foot RCDG, HC 30', H-20.

Adjacent Facilities:

W. End: 22-foot A.C. pavement with 4-foot shoulders.
E. End: 22-foot A.C. pavement with 4-foot shoulders.

Project Data: The work under this project consists of all phases of preliminary engineering including PS & E preparation as required for the proposed future reconstruction necessary to widen and overlay the existing roadway to provide for 2-12' lanes A.C. pavement with 4' shoulders, flatten rock slopes to alleviate rockfall on highway, install guardrail and extend the existing west bound climbing lanes for increased safety to the traveling public.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Not required under the provisions of paragraph 6C of PPM 20-8.

A-95 Review: Exempt from State and District 14 Clearinghouse approvals under working agreements dated April 28, 1970 and August 11, 1970, respectively.

Exception to Minimum Design Standards:

Shoulders have been reduced from the normal 10' to 4' si
the present and future traffic forecast to use the highway fa
during the probable life of the reconstructed pavement surfac
be adequately accommodated by the basic highway in place and
additional costs of major construction required to provide fu
shoulders would not provide sufficient benefits to offset the
additional costs and thus would not be warranted.

PPM 90-1: Nonmajor action project not requiring environment
statement.

Location/Design Approval: Not a factor in the development c
project.

Data for PR-37:

Preliminary Engineering Field Work	$33,200
PS & E Preparation	5,300
Total	$38,500

Note: This project is in Congressional District No. 2.

SAGE HEN HILL - HINES SECTION

PROJECT No. RF-148(17)

ility:

]ane Roadway: MP 116.56 to MP 125.58 and MP 126.36 to MP 128.30 22-foot A.C. Pavement with 4-foot shoulders.

ane Roadway: MP 115.50 to MP 116.56 33-foot AC pavement with 4-foot shoulders.
MP 125.58 to MP 126.36 36-foot A.C. pavement with 4-foot shoulders.

ructure: Willow Creek Bridge, 62-foot RCDG, HC 30', H-20.

ilities:

End: 22-foot A.C. pavement with 4-foot shoulders.
End: 22-foot A.C. pavement with 4-foot shoulders.

: The work under this project consists of all phases of
engineering including PS & E preparation as required for
future reconstruction necessary to widen and overlay the
dway to provide for 2-12' lanes A.C. pavement with 4'
]atten rock slopes to alleviate rockfall on highway,
drail and extend the existing west bound climbing lanes for
fety to the traveling public.

n, Railroads, Airports, Water Developments, Historical and
Areas: None involved.

ngs: Not required under the provisions of paragraph 6C of

Exempt from State and District 14 Clearinghouse approvals
agreements dated April 28, 1970 and August 11, 1970,

Exception to Minimum Design Standards:

Shoulders have been reduced from the normal 10' to 4' since the present and future traffic forecast to use the highway facility during the probable life of the reconstructed pavement surface can be adequately accommodated by the basic highway in place and the additional costs of major construction required to provide full width shoulders would not provide sufficient benefits to offset the additional costs and thus would not be warranted.

PPM 90-1: Nonmajor action project not requiring environmental statement.

Location/Design Approval: Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	
Field Work	$33,200
PS & E Preparation	5,300
Total	$38,500

Note: This project is in Congressional District No. 2.

1147.

Contract #8197

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

RECEIVED
OCT 31 1974
PROJECT MANAGEMENT SECTION

DATE October 28, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM for George M Hopkins Mr. L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Sage Hen Hill-Hines Section, Harney County, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:ljt

APPROVED
E S Hunter
E. S. Hunter
Date 10-30-74

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
W. E. Schwartz, Region Engineer
C. K. Ansell, District Engineer

Ben

RECEIVED
OCT 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BEN GIFFORD

2197 R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1974

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RF-148(-)
Sage Hen Hill-Hines Section
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

YEN
22'74
REFER TO
[illegible]
FOR

10-24-74
cc: Rulien
Potter

RECEIVED
OCT 22 1974
Office of
Assistant State Highway Engineer

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 10-8-74

A. PROJECT IDENTIFICATION

Name of Project Sage Hen Hill-Hines
(Section) RF-148(-)

Location of Project Central Oregon
(Highway Name) ORE 7 (Highway No., US - ORE)

, (City) Harney (County) 5 (Region)

Program (Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Safety and upgrading. Proposal includes the extension of 2 climbing lanes. Slope flattening and installation of guardrail; cutting back rock slopes to alleviate rockfall on highway; A/C overlay.

Origin and History: Visual inspection and deficiency rating. District Engineer proposes extending climbing lane 115.5- 116.5 to 116.5 - 117.6 and existing climbing lane 125.6 - 126.3 to 125.4 - 125.6 (presently ends on curve).

C. DESCRIPTION OF PROJECT

Length 12.8 miles

Termini M.P. 115.5 - M.P. 128.3

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Largely within existing R/W. Some acquisition of R/W may be required to accomodate slope flattening.

Typical Section

Structures Box culverts existing. Need for additional culverts has not been reported.

Characteristics (ADT) Present: 1,300 (all vehicles; M.P. 127.05, 1973 statistics.)
Projected for 1993 (M.P. 115.5-128.2) = 2,100
(M.P. 128.2-128.7) = 4,600

Other General Information (or Supplemental information to items) Project inspected by Mr. Klaboe during Region 5 tour. Region office was requested to consider this project for Federal-aid. (memo E.S. Hunter, July 3, 1974.) Project in location stage.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternatives considered. Project is up-grading (and safety).

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located in a high desert environment. Local topography is hilly to rolling. Elevation varies between 4,100 and 4,600 feet msl within the project area. Relative relief is about 500 feet. January temperatures average between a minimum of 15° F. and a maximum of about 35° F. July minimums average 51° F.; maximum temperatures are about 85° F. Yearly precipitation approximates 11 inches.

Vegetation is typical of Oregon's high desert. Common plants include big sagebrush (Artemisia tridentada), rabbit brush (Chrysothamnus spp.), bitterbrush (Purshia tridentada), blue bunch wheat grass (Agropyron sprcatum) and Idaho fescue (Festuca idahoeusis).

Irrigation ditches parallel the existing highway at several locations. Surrounding countryside criss-crossed with dry washes. Antelope and deer common.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The most significant land-use is grazing. Land ownership is both private and public (BLM).

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Most of the R/W requirements within present OSHD boundaries. Some acquisition of public or private R/W may be required to accomodate slope flattening.

   Consequences: Additional R/W requirements are small and are considered to be inconsequential.

2. Estimated Changes in Traffic Patterns: None

   Consequences:

3. Estimated Changes in Land Use:

   Consequences:

ation
ent.

4. Expected Adverse Effects on Natural Ecological Resources:

   Possible siltation of irrigation ditches during construction phase.

   Consequences: Siltation would be temporary.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Construction activities would incovenience traffic - possible visual blight.

   Consequences: Adverse effects would be short-termed.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Safety is of paramount consideration. Heavy traffic and temperature extremes combine to rapidly degrade pavement. Sight distance is important near terminus of climbing lane. Rock on highway from existing roadcuts is hazardous. No critical conerns are associated with the physical environment.

7. Potential for Controversial Issues: None identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist		X		Examination of role of irrigation ditches in wildlife management.
Urban Economist	X			
Water Quality Spec.		X		Water quality of irrigation ditches.
Acoustical Engineer	X			
Air Quality Engineer	X			
Cultural Geographer	X			
Urban Planner				
Geologist				Depending on nature of material source.

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

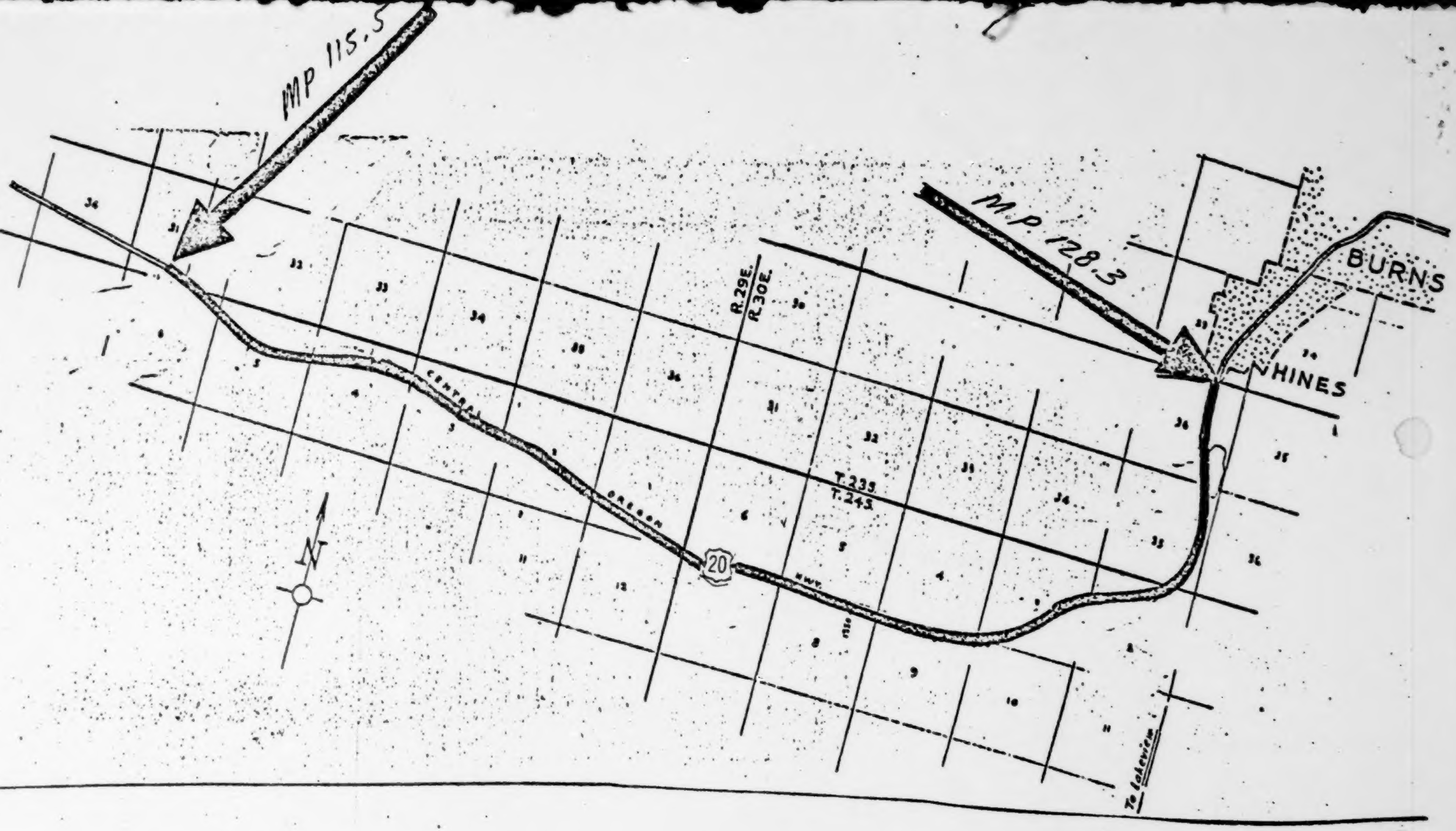
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

Negative declaration can be prepared by Region 5 office.


MP 115.5
M.P. 128.3
BURNS
HINES
R.29E.
R.30E.
T.23S
T.24S
CENTRAL OREGON HWY.
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N
To Lakeview
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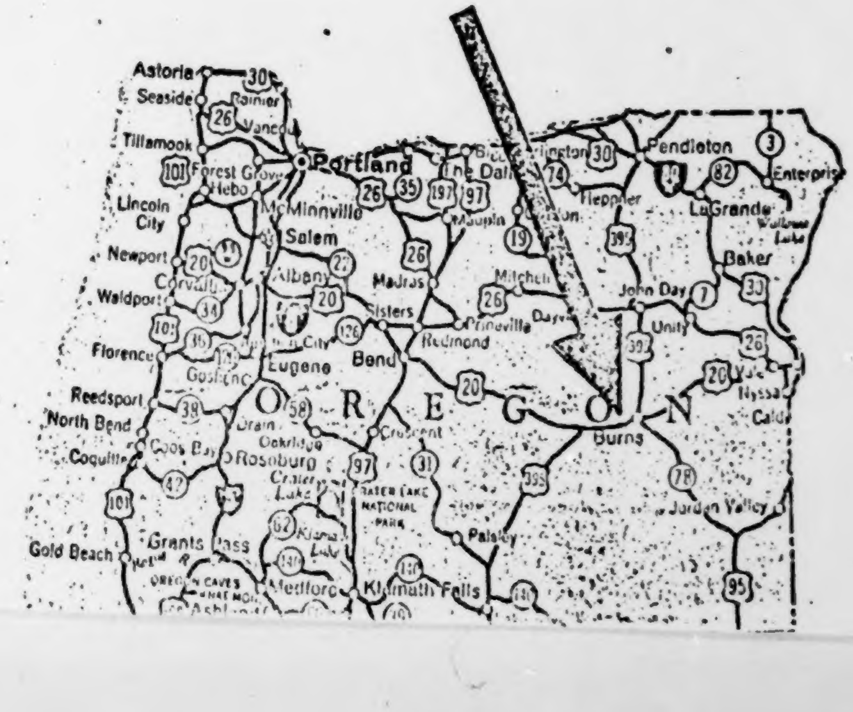
OREGON
Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
Forest Grove
Hebo
McMinnville
Salem
Albany
Corvallis
Eugene
Madras
Sisters
Bend
Redmond
Prineville
Mitchell
John Day
Unity
Baker
La Grande
Enterprise
Pendleton
Heppner
Burns
Crescent
Oakridge
Roseburg
Crater Lake
CRATER LAKE NATIONAL PARK
Grants Pass
Medford
Ashland
Klamath Falls
Paisley
Jordan Valley
Nyssa
Vale
30
26
101
20
34
38
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58
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395
74
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140

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: Sequential numbers

Index:

INDEXING: Begins with #8161 cont. Ends with: # 8197

FLASH CARDS:

Remarks:

Reel No. 177 Reduction Ration 21X Project No

Camera: Name Bell & Howell Model File Film 16mm

Master

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 28th day of February, 19 86 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Mabry